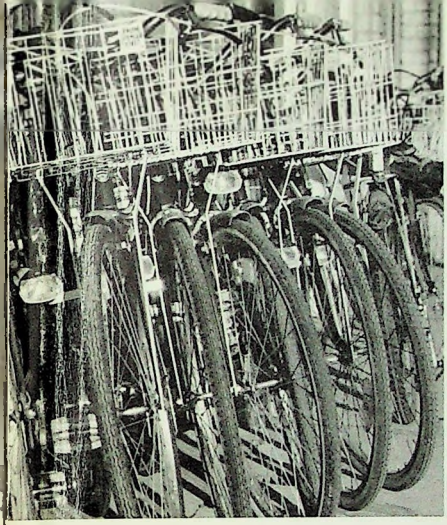
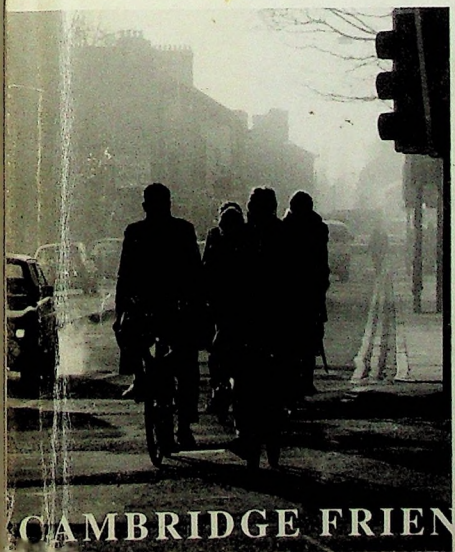


CYCLE CITY

A guide to everyday cycling in Cambridge



CAMBRIDGE FRIENDS OF THE EARTH

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Frame number _____ Colour _____
Accessories _____
College registration number _____

Cycle City

Cambridge is unique from a cycling point of view. Nowhere else in this country is cycling as transport so much a part of everyday life. We provide in these pages a guide to everyday cycling in Cambridge — the Cycle City.

This book is for everyone who uses a bicycle to get around Cambridge, or who is thinking of using one. Perhaps you are new to the area, or are thinking of joining, or re-joining, the many thousands who already use their cycles as their main form of transport. Maybe you are worried about being safe on a bike. We offer advice about safer routes and how to cycle safely. We look at where, how and why to cycle. Even if you are an old hand at cycling, there is still lots in the book for you.

Why cycle? It is to your advantage to go by bike, but we aim to put cycling in a wider context too — the benefit it brings to the environment, and therefore to the community. Using a bike is something *you* can do to create a more pleasant place to live in.

- *Cycling doesn't pollute:* cars contribute enormously to air pollution especially acid rain. When people use bikes rather than cars to the extent they do in Cambridge, this makes a real difference: cleaner air for us to breathe and less-decaying buildings in the City, as well as the wider benefits.
- *Cycling is energy-efficient:* a bicycle doesn't use up oil, it runs on chips and beans! The bike is more energy-efficient than a cheetah; it can do 1,600 miles on the energy equivalent of a gallon of petrol.
- *Cycling reduces congestion:* our City would be thoroughly choked with traffic if all the cyclists took to cars.

But what of the benefits to yourself? There are many:

- *Cycling is cheap:* bikes are modestly priced and there is a good second-hand and hire market in Cambridge. They are cheap to run and need only a small amount of maintenance to keep them running smoothly and safely. Parking is free!
- *Cycling is quick:* even at a modest pace you can usually reach your destination within the City faster than you could in a car, especially at busy times of day.
- *Parking is easy:* you can leave your bike close to your destination.
- *A bike gives you independence:* come and go without having to rely on bus timetables or worry about parking meters or traffic wardens; and you can carry a surprisingly large amount on a bike too.
- *Cycling can keep you fit.*
- *Cycling is fun:* both on warm summer evenings and crisp winter mornings; it keeps you in touch with the world outside.

What about the drawbacks?

- *It's odd-ball?* Not in Cambridge it isn't! School-children and pensioners, engineers and shop assistants, postmen and policemen all use bikes.
- *It's wet?* Not true — you will be rained on occasionally of course, but only on a very few days per year will it rain hard enough to soak you — and then probably as much as it would walking to the car park!
- *You get punctures?* Yes, occasionally, but rarely more than one or two a year. And how often will the car not start or break down, or the bus fail to turn up?
- *It's not safe?* Well, that's largely in your hands. If you cycle defensively and assertively, keep track of what's going on around you, follow the

advice given here and elsewhere, you *can* cycle safely. Yes, you are vulnerable in an accident, but the skill of safe cycling is the same as that of safe driving — not taking risks, not putting yourself in a position where an accident could happen. We have the advantage here in Cambridge that drivers know there are bikes about, and drive (most of the time) accordingly. You can be safe if you take safety seriously.

The expansion of the Cambridge area in the last few years has caused both car and cycle traffic to increase. This presents problems in such a compact city, for all types of road user, and certainly for the cyclist. But the authorities are catching up, with ideas to solve or lessen some of the problems, and we are fortunate in having councils generally sympathetic to cycling.

So, come on, join us, and read on.

Cambridge's cycling past

When did the bicycle first appear in Cambridge? Well, "velocipedes", bicycles with pedals, were first exhibited in Paris during the 1860s and became a commercial success, reviving interest in two-wheeled transport. The model was soon copied in this country and Mr John Howes, a coach builder and wheelwright, began manufacturing cycles in Cambridge in 1869; his family still runs a cycle shop in Regent Street. These bone-shakers were heavy and difficult to ride. They were built of iron, steel and wood with solid tyres, indifferent steering and no gears. There had been earlier cycles: in the late eighteenth century, versions of the "hobby horse" became fashionable — it had no

GENTLY GLIDING ALONG[1]

Amongst the many advantages which stand to the credit of the ***NEW CHESTERTON CYCLE*** is essentially that of Comfort in Riding. A glance at the accompanying illustration will surely convince you of the fact.

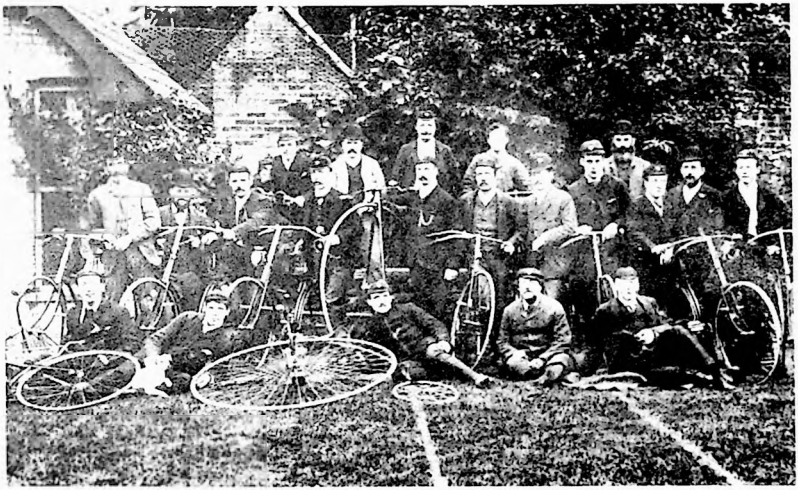
pedals, and was pushed along by the rider's feet on the ground. Despite improvements such as the addition of treadles, they remained rather cumbersome machines used mainly for fun, although some people found them useful for getting about, at the risk of being thought eccentric.

The bicycle was not a single invention, but an accumulation of ideas. Some were patented and marketed commercially, while many more were the work of blacksmiths and wheelwrights who produced unique machines and developed other people's ideas for local customers. The pursuit of more efficient use of effort led to the development of the "ordinary", now known as the "penny farthing". To maximise the return for all that pedalling, the driving wheel was made as large as possible, over five feet high on some machines. There was skill in riding an ordinary on the bumpy roads of the era, and cyclists acquired a reputation for bravery or foolhardiness. By the 1880s the ordinary was in its heyday and clubs were set up for touring and racing all over the country; the Cambridge University club claimed to have the greatest membership of all. For the faint-hearted, there were improvements in the tricycle which became increasingly popular, as did "sociables" on which two people could sit side by side, or one in front of the other. Trailers were developed which allowed a passenger to be drawn behind a tricycle or bicycle in a sedate wicker chair on wheels, so that families could go cycling together.

It was the introduction of the "safety cycle" in the 1880s which really made cycling popular with everyone, women as well as men. This had wheels of more-or-less equal size and chain transmission to increase efficiency. Improvements in frame design and the blissful introduction of pneumatic tyres, patented by J. B. Dunlop in 1888, assured the success of the new cycles, which began to resemble the beautiful machines we have today. Safety cycles were manufactured in Cambridge with such appropriate names as *Granta*, *Chesterton* and *Senior Wrangler*.

By the 1870s the increasing number of cyclists had come to the attention of the City Watch Committee which regulated the police force. They received complaints about "furious riding" and cycling on footpaths and commons. A student on a bike could claim to be the fastest thing on the road. Cyclists were required to sound a bell or whistle when overtaking a horse, cart or pedestrian. Nationally, the forerunners of the British Cycling Federation and the Cyclists' Touring Club were formed in 1878. In Cambridge, a Cyclists' Protection Committee was set up in 1898 to prevent illegal or unnecessary restrictions on cyclists, to give legal assistance to riders who might be victims

of bad roads or other road users, and to people injured by cyclists ignoring the rules of the road. But then as now, it is more often the complaints and unfortunate incidents which are recorded in the newspapers and official records. In contrast, photographs of the period show how much pleasure people had with their bicycles, decorating them with flowers and ribbons to celebrate the Relief of Mafeking, going on club outings and family rides, using cycles to extend their trade and deliveries, and greatly enjoying the freedom to cover distances without having to depend on a horse.



CAMBRIDGESHIRE COLLECTION

Since people first took to cycles in large numbers around the turn of the century, the roads have changed dramatically. Initially cyclists benefited from the improvements made with the arrival of the motor car. Cycle tyres had been damaged by bumpy roads and the chippings put down to create a foothold for horses in icy weather; the new, paved road surface was much more agreeable. However, road restrictions imposed on motor traffic often curtailed the cyclists' freedom too, though when Market Street and Petty Cury were made one-way in 1925, cyclists were permitted to ride in both directions — the first contraflow system in Cambridge. While cars took over from carriages and bicycles in most parts of the country, in Cambridge common sense prevailed and people kept to their bikes.

In response to the problems caused by the increasing volume of motor traffic, in 1974 three City councillors drew up a proposal for a cycleway network. However, it was not until 1980, after years of debate and campaigning by councillors, Friends of the Earth, student groups and others that the first real provisions were made for cyclists in the City. The Hills Road cycle traffic lights, Downing Street contraflow, Huntingdon Road cycle lanes and Lammas Land crossing were partly funded by the Government as experiments. Despite initial scepticism (Downing Street was hailed as a "suicide pact" cycleway, but there has not been a single reported accident on it to date) success ensured that such schemes became permanent in Cambridge and were adapted for use elsewhere.

So why do so many people cycle in Cambridge? Well, it is relatively flat and if you can cycle up Mill Road bridge you can cycle anywhere. Many people live within cycling distance of work or whatever and it is usually the quickest way of getting around within the City. Cycles are perfect transport for students — indeed they are not usually allowed to have cars. There is a cycle for everyone here — new and second-hand, ancient and modern, striped and spotted, romantic and racy, practical and nostalgic. Heaps of bikes have become as much a part of the Cambridge scene as Kings College chapel.

Safety on and off the road

Cycling on the roads of Cambridge is a serious business, and realising this is perhaps the first step to safer cycling. Don't let the large number of bikes on its streets lull you into a false sense of security.

- *Ride defensively*. Don't count on motorists and other road users to do the right thing. Assume that they'll pull out in front of you, and that they will open car doors in your path. The vehicle in front of you might suddenly stop or change direction without warning. Always be alert and prepared.
- *Don't be apologetic or cower in the gutter*. Keep 2–3 feet between you and the kerb, so that you have somewhere to go if you're crowded off the road. Occupy a whole lane where necessary — such as when overtaking, on roundabouts and at junctions in general, or to avoid carelessly opened car doors.

- *Do be definite.* Car drivers take advantage of hesitation but respect firmly-signalled, smartly carried-out intentions. Use the road the way the cars do — you have as much right to be there!
- *Other cyclists can be a hazard.* Look out for cyclists pulling out of junctions into your path, leaving a section of shared-use path or setting off in front of you.
- *Know what is behind you.* Always look over your shoulder before altering course for any reason.
- *Always signal your intentions,* even to pedestrians and other cyclists.
- *Remember that most accidents occur near junctions* and/or when changing lane. Be particularly careful at roundabouts and fast one-way systems. Most junctions in Cambridge are best navigated by using them in the same way the cars do. Get in the correct lane and stick in the middle of it. Signal clearly and boldly. Keep looking all round you. And try and clear the junction as quickly as you can. You should also be able to judge, however, when a junction is just too big and fast to be handled this way. There are times when the best tactic is to get off and push. Best of all, plan your route to avoid the difficult junction altogether.
- *Do stay where car drivers can see you.* If you're both stationary this means directly behind or directly in front of the car. Don't wait in the blind spot alongside the rear wheels.
- *Be very careful when threading past or between lines of queuing traffic.* Watch out for pedestrians, other bikes, motorbikes and for cars turning or cutting across your path. Make sure you're not going to get squashed when the traffic begins to move — particularly by large vehicles whose drivers cannot see you.
- *Use lights when it is dark or getting dark.* Remember that lights are for safety, not just to keep the police happy, so make sure that they are bright. Consider wearing a reflective sash.
- *Cycling away from traffic requires care and attention as well.* On paths and quiet streets and in pedestrian areas collisions between two cycles or between a cycle and a pedestrian can easily be caused by cycling too fast, riding on the wrong side of the path (keep left), cycling without looking where you are going, cycling unpredictably, or cycling without lights at night. Do remember pedestrians, particularly in the City Centre and on paths that they share with cyclists.

- *Keep your bike in good shape*. It's more fun and easier to ride, as well as safer.
- *Don't drink too much!* It's dangerous.
- *Don't park your bike thoughtlessly*. Consider whether other people are likely to bump into it. Try not to block the pavement, and don't prop it against the kerb either, particularly if the pavement is busy or if it is windy. Bear in mind the problems of old, blind and disabled people and those with pushchairs or prams.
- *Carry loads properly*. Don't ride with one hand carrying the shopping or with a carrier bag dangling from the handlebars. Get a proper basket or panniers. Don't walk your dog from a bike, or try riding whilst pushing a second bike!
- *Watch out for potholes in the road*. Don't swerve suddenly to avoid them as this may put you in the path of a following vehicle. If you are forced to ride through a pothole it is best to lift yourself out of your seat and let the bike pivot beneath you as it takes the shock. This reduces the chance of damage to the bike and lessens the jolt to the rider.

- *Don't cycle wearing unsuitable clothing*. Avoid loose clothing which might get caught in the wheels such as long skirts and (in Cambridge) academical robes! Don't cycle wearing personal hi-fi.
- *Be wary in wet or icy conditions*. Brakes and tyres become much less effective and you should allow for this by riding gently. This means making any changes in speed or direction of your cycle slowly. Take corners gradually and avoid sudden braking; don't corner and brake at the same time — you're likely to skid and fall off. Watch out for hidden patches of ice in shaded corners and on little-used paths. Bear in mind always that motorists in their warm cocoons may well be taking

insufficient account of weather conditions outside and may themselves lose control. They may also be driving partially or completely blinded either because of falling rain or snow or because their windows are iced or misted up.

- *Take responsibility for your children's cycling.*
- *Don't ignore elementary traffic law.* Don't ride the wrong way down one-way streets, don't ride on the wrong side of two-way streets, and always stop at a red light. These may seem obvious, but many cyclists in Cambridge don't appear to think so. Again, cycling on the roads of Cambridge is a serious business. Be safe — and enjoy it!

Legal matters

It is a good idea to get to know the law, not only because you could be stopped by the police for breaking it, but because the law is there to promote safety, your own and others'. You are also likely to be in financial trouble if you cause an accident whilst breaking the law.

A bicycle is classified as a vehicle, which means that cyclists are subject to most of the road signs and prohibitions that apply to other vehicles. In particular, **cyclists are not exempt** from the requirements of one-way streets, no-entry signs and red traffic lights, nor from the obligation to give way to people on a zebra crossing.

Remarkably, all of the above still applies when you are wheeling your cycle. A 1980 court case decided, however, that you are entitled to wheel your bike across a zebra crossing from one side of the road to the other, and that oncoming traffic must stop. "Scooting" counts as riding.

You must NOT ride:

- on footways parallel to the road (except where this is expressly permitted).
- on any other footpaths where there's a *No Cycling* sign. You may not, for example, ride across Christs Pieces.
- along motorways (such as the M11 Cambridge Western Bypass).
- recklessly, dangerously, without due care and attention or without reasonable consideration for other persons using the road. You must

not by negligence or misbehaviour interrupt the free passage of other traffic.

- under the influence of drink or drugs.
- holding onto a motor vehicle or trailer.
- without lights at night unless you're wheeling your bike on the left-hand side of the road or unless it's because your dynamo lights have gone out whilst you're stationary. In this latter case you must be as close as possible to the left-hand side of the road.
- carrying a passenger if your bike isn't built for it.
- the wrong way down a one-way street, except where this is specifically permitted by the existence of a contraflow cycle lane (as in Downing Street).
- past a red traffic light or a *No Entry* sign.

You CAN ride:

- in "with-flow" bus lanes (e.g. Hills Road, Victoria Avenue).
- past *No Motor Vehicle* signs (motorcycle and car in red circle). This means that you can cycle along St Andrews Street and Sidney Street and also the Trinity Street — Market Street — Sidney Street triangle despite the presence of signs describing the area as a *Pedestrian Zone*. Riding is also legal along the paved areas of Fitzroy Street and Burleigh Street near the Grafton Centre. But do be careful of and considerate towards pedestrians.
- on most bridle paths (though there aren't many of these in Cambridge).

- on most of the paths across the Cambridge commons; signs indicate where you cannot. (Again, be careful and considerate).

Your bike MUST have:

- efficient brakes.
- working lights at night; the rear one must be red and marked BS 3648. You must also have a red rear reflector.
- a special seat if you're carrying a child.

You should also get to know the Highway Code; whilst much of it is not law it is considered good practice and is certainly taken into account by the courts. You might also consider *third-party liability insurance*. See the section on insurance (page 73) for more details of this.

Cycling with children

– a parent's view

A great many people in this part of the world carry their children around with them on their bikes for a variety of reasons and, in my own experience, this provokes the whole range of reactions from great enthusiasm to horrified disbelief (the latter mainly from non-cycling drivers). It would be naive to pretend that there is no danger — anything to do with roads is hazardous, including pushing a push-chair beside one — but with a modicum of care the problems can be minimised, both for your present advantage and your children's future pleasure in cycling. And I do mean pleasure — cycling isn't just about going to work on a bike. The worsening traffic situation in Cambridge, however, makes it essential that anyone who cycles takes safety seriously.

Here are a few points to consider:

- First of all, check your skill. It's no good if you're scared stiff and wobbling all over the place. If you haven't ridden for a long time, or not much at all, practise on your own, especially important things like looking behind you without swerving, before you try it with your child.

- Check your bike. If it's not safe, it's not just you that's at risk.
- Is your bike suitable? Check your equipment. If you must carry a little baby in a sling on your chest, make sure that its head is properly supported, and that it is warm. If you intend to use a back-pack type carrier for a slightly older child — **don't!** It's insane. A child big enough to go in one is big enough to lurch about and have you both off. Carrying young children in anything other than a proper seat is in fact illegal under the 1972 Road Traffic Act.

For a child from about nine months or so, there is a variety of seats available. Isons (see shops list, page 64) stock a Dutch model (with Dutch instructions!) which hangs from the handlebars, although it has a bracket which clamps onto the steering column as well. There is a tiny set of integral handlebars and adjustable footrests. This seat is suitable for the 1–4 year old. Yes, it does affect your steering — but apparently no more than a laden front basket does. I imagine it's fine with a baby — but a four year old's weight on your handlebars...? Having said that, it does look very safe and comfortable for a small child, and more fun for them than sitting behind you.

Of the rear carriers, the lovely wicker "lobster-pots" from Holland are wonderful, but unavailable in this country. If you can beg, borrow or steal one, or find someone willing to bring you one over, it's worth the effort. The protection they afford a little body is excellent. Baby isn't constantly moving from side to side to see round you, being frightened by cars zooming past, or breathing in quite as much airborne pollution, because the whole thing sits side-saddle over the back wheel, facing the pavement.

The next best thing is the high-backed plastic sort, especially the plush yellow ones with the bar across the seat for little hands to hold on to. Babies don't naturally grip the sides of a seat. Please don't be tempted to buy a low-backed seat — it might suit your baby now, but what happens at three or four years old? Head and back are unprotected. There are several types on the market, all with their good points; shop around, and if you can — this applies to any sort of seat — try your child in it first.

For the sensible kid of about two, or one who is accustomed to being on a bike, one of the little seats in front of you is marvellous. An important point to bear in mind here, and it also applies to rear seats, is to fit some kind of wheel guard to prevent tiny toes straying into the spokes and causing mishaps, or getting caught when cornering.

Now you've got your child onto your bike, how do you keep him or her on? A decent harness, especially for rear-mounted seats, is absolutely essential, and ideally it should fit in the same way as the child car-seat type: across the lap as well as the chest. I personally don't think that the narrow pram-type harnesses give adequate protection when cycling, and I strongly recommend the old-fashioned leather ones such as those Boots sell — or get one made for you.

As well as safe, a child has to be comfortable. Make sure he or she is warm; fingers, toes and ears are particularly vulnerable. Pad seats. A comfortable child (perhaps even suitably bribed!) will be patient for longer. Apart from bike shops, the Freewheel catalogue (see list of books and magazines on page 82) covers a range of equipment for carrying children on bikes, and is worth checking up on. If you are really keen, it's possible to buy plans for making your own seat. Tricycles with one or two child seats at the back are sometimes seen — while these may look safe enough, there are several disadvantages: you can't keep an eye on your children, they are right at the level of exhaust pipes and the cornering ability of tricycles is poor.

Lastly, check your route, and your safety on it. Play safe with your child, and even if your journey takes longer, be prepared to go by quiet roads, and

to walk at times. There are cycleways and dual-use footpaths around Cambridge (see maps, pages 37–49) which are worth incorporating in your travels. As well as choosing your route, choose your time to cycle if you can — avoid rush hours and bad weather.

When the child grows too big to be carried on your bike, an awkward stage is reached. Even if he or she is able to ride solo by this age they will not be able to go very fast or very far. Perhaps what you need is a suitably adapted tandem. Not only can you go as far and as fast as you want, but the youngster can help pedal and repay some of that effort you expended carrying him or her in that child seat for all those years! Unfortunately, a tandem is very expensive, particularly as a child may soon outgrow it.

When choosing a bike for a youngish child to ride themselves, it is important to bear in mind that most children's bikes are sold purely as toys, and as such the manufacturers pay little attention to safety features, sound design or good quality. Brakes are seldom adequate, and construction is often weak. If you intend your child to cycle on the roads, be sure and look around for a shop which will take your needs seriously and will help you to find a suitable machine. Don't be tempted by pretty colours and romantic names! As for cycling on the road, it is obviously for parents to decide when to let their child do this, either accompanied or not. Be sure they are ready for the experience, preferably by first enrolling them on a course leading to the *Cycle Proficiency Test*. Cambridgeshire County Council produces a range of leaflets about cycling with children; and RoSPA produces a booklet called *Starting to Cycle* which covers the important points (addresses, page 81).

All the foregoing presupposes that every journey you make with your child is one of necessity — but what about the marvellousness of it? Cycling is fun! Bikes are fascinating, as varied in their characters and characteristics as people. A ride can be tailored to suit the experience and patience of even the youngest children, because with cycling it's the journey, not the arrival that matters. Nowadays kids tend to be transported passively from A to B and have nothing to do with the decision-making themselves, whether it's by car, train, pushchair or even a seat behind you on your bike. But on a front seat your child has a degree of involvement, because he or she has a cyclist's-eye view of what's going on — you can chat to each other and point things out, explain about signalling and so on. This, I think, is where the magic starts, because your best — your only — chance of getting the things that really matter to you across to your kids is by showing them your delight.

Carrying things

– from Sainsbury's by bike

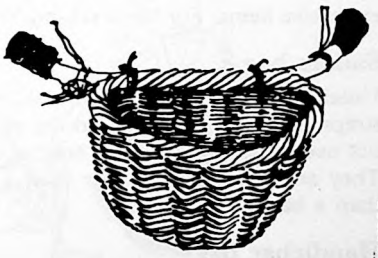
'When one of the handles of the plastic bag you have looped over the lhandlebar breaks, spilling the shopping onto the road (and didn't the same tthing happen last week?), you may finally decide to buy a safe and cconvenient luggage carrier. Often the only purpose of a bike journey is to ccarry things from place to place. There is a wide choice of equipment aavailable; make your purchase with care.

lBear in mind that the items to be carried must affect bicycle stability and mmanoeuvrability as little as possible. This means that the bike's centre of ggravity must be kept as low as practicable, and the load must be evenly ddistributed.

lDepending on your bike and carrying requirements, you will probably leave tthe shop with one or more of the following:

lBasket

AAmongst the cheapest of all types of ccarriers, baskets are usually of wire oor wicker construction and are sstrapped to the handlebars. Really ccavernous baskets are available that ttake a large load, but a heavy load will affect stability. You may have to cchange the mount of your front light iif you buy a basket. Note also that it mmay obstruct your brake cables, in which case choose something ddifferent. Wire baskets are lighter tthan wicker, but your cargo may fall tthrough the wires! With both types, yyour shopping can enter orbit when yyou cycle over bumpy terrain.



NIKKI HECTOR

Rear carrier rack

Attachable to just about all bikes, there are two varieties of rear carrier. One has a spring-tensioned clip; under this you can wedge quite sizeable items as long as they don't weigh too much. Not the most secure method of conveyance though. The other type of carrier has no clip and is designed for panniers or luggage to be fixed directly onto it, the latter usually by elastic straps ("bungees"). Don't ever carry people on your carrier.

Rear panniers

One for the left, one for the right; usually bought as a pair. One is nearly always enough around town. Designs vary from single compartment bags, useful for a shopping trip, to multi-compartment panniers. The type where the two panniers are joined together is difficult to carry off the bike. All panniers require a carrier rack; make sure it is stout and fixed well enough so that loaded panniers don't flop about.

Quality varies enormously, and price will be a measure of pannier fabric, capacity and ease of attachment to the bike. Karrimor and Carradice make good quality panniers including some specifically for use around town. Some panniers even convert to backpacks, a great temptation to cycle campers. Whatever type you choose, make sure they are waterproof — unless you are prepared to pack your luggage in plastic bags. You may have to change your back light fixture point to accommodate rear panniers; this is often difficult, though it is possible to buy Meccano-like brackets for attaching rear lights.

Front panniers

Front panniers are usually small in volume and are nearly always used in addition to a set of rear panniers. They and their carrier are relatively expensive items. For these reasons they tend to be only of specialist appeal.

Saddle bag

Usually of smallish capacity, saddle bags are fixed to the saddle by two straps, and sometimes also to the seat post. Their advantage is that they do not need a carrier, but they are not designed for taking on and off the bike. They are invariably cheaper than a handlebar bag, usually slightly costlier than a basket.

Handlebar bags

These attach to the handlebars by straps or just clear of them by ingenious but fiendish wire supports. One advantage is ease of access to the carried

items, cameras for example, but weighty items will adversely affect steering. On some bags there is a transparent sleeve that can accommodate a map. By adding a strap, most convert to shoulder bags. If you have the so-called brake "safety" levers then you must choose the type of bag that sits clear of them. Handlebar-mounted lights may also cause a problem.

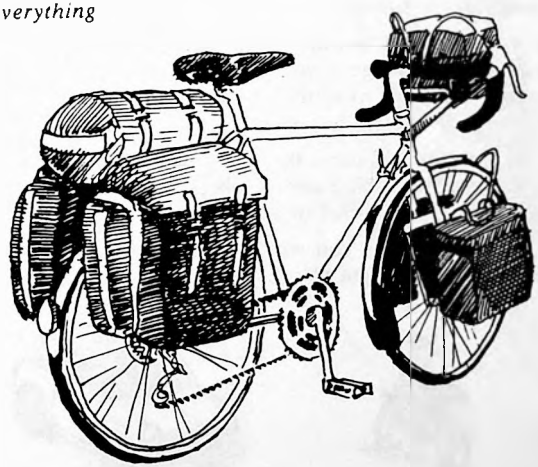
Trailers

Connected to the rear of the bike by quick-release hitches, there are several types of trailer on the market with connections usually to wheel axle, rear carrier or frame. Some trailers are almost as costly as the bike itself. They add another dimension to cycling, but don't be tempted to overdo the weight carried. Some trailers are constructed to carry a child. You may want to purchase a bike stand if you use a trailer, to save unhitching each time you park. Make sure you park on the level!

Backpack

Don't carry large, heavy rucksacks when you are cycling. In the cycling position, these could damage your back, your centre of gravity will be dangerously high and it is difficult to look over your shoulder. A small, properly-fitting pack can be useful to carry a few light items.

one of everything



NIKKI HECTOR

Cycle–friendly motoring

Even the hardened cyclist may sometimes drive, so here are some tips for the conscientious motorist about sharing the road with the bicycle.

- *Watch out for bikes:* cycles are hard to see and easy to miss. Be particularly careful at night and in bad weather conditions.
- *Leave space around cyclists:* keep away from them! Give at least one metre clearance when overtaking — more if you're going fast. On roundabouts stay well clear. Don't crowd a cyclist from behind.
- *Be patient with cyclists:* especially in narrow streets and on bridges where overtaking is difficult and at junctions where the cyclist needs to move into the path of other vehicles.

Use your indicators to warn all other road users of your intentions. This means cyclists and pedestrians as well as other motorists. Dip your headlights when you see an oncoming bike.

Don't overtake a cycle and then turn immediately left in front of it. The cycle is invariably moving much faster than you think. For the same reason don't pull out in front of cyclists at roundabouts or when emerging from side–roads and parking spaces.

If a cyclist in front of you is waiting to turn right, don't try to squeeze past on the inside if there isn't enough room. And don't try to force him or her into the path of oncoming traffic by sounding your horn — they won't stay in your path longer than is absolutely necessary.

Remember the problems caused by poor road surfaces, potholes, drain covers and wind and rain. These are usually problems which don't affect the motorist, but may cause a cyclist to swerve suddenly.

To sum up, **treat cyclists as you would other road users**: remember that cyclists have just as much right to use the road as everyone else.

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Safety accessories

– essentials and extras

Whether you are a regular commuter, a cycle–touring enthusiast or a once–a–month pedal–pusher, your own safety and that of others around you is your own responsibility. There are certain legal requirements regarding your bicycle, but beyond this statutory minimum there are many ways in which you can help to protect yourself and others while on the road.

Lights

The main requirement here is that a bicycle must have lights which work when it is to be used at night, or in bad weather, when visibility is poor. The back light should be red, and should conform to BS 3648. The bicycle should always have a red rear reflector, which should conform to BS 6102. New bicycles are now also required to be provided with side, front and pedal reflectors at the time of sale.

Battery lights are available for front and rear use; the most popular types are the *Ever Ready Night Rider* set (now also available with a brighter halogen bulb) and *Wonderlights*. Both are quite portable and won't set you back too much, but the cost of batteries can soon add up. If battery lights are to be used frequently, rechargeable batteries and charger might be a worthwhile investment, even though they may seem expensive at the time. An alternative battery light system is the *Locklight*, produced by a local company. These lights can be permanently clamped to the bicycle, with the batteries safely locked inside, secured by a unique combination lock. Duracell have just introduced a similar design with a key. You pay a little more for both of these.

Dynamo lights are powered by a generator driven off the front or back tyre, or internally from the hub of one of the wheels. A range of lamps is available, to suit all budgets, from basic designs to those with very bright, but more expensive, halogen and krypton bulbs. The disadvantage of a dynamo system is that the lights go out when you are stationary. This is not illegal, but can of course be dangerous. This problem can be overcome by the use of a battery backup unit, which cuts in when your speed drops below a

NIKKI HECTOR

one of everything

certain limit. A backup unit is not cheap, and usually requires a higher power, more expensive generator. Also, generators make pedalling harder work.

Whatever lighting system you choose, be sure and fit lights that will be efficient and effective in warning other road users of your presence — remember lights are mainly there to help others see you! Keep them clean and well-maintained, and always keep them with you — take spare batteries with you too, if necessary, to avoid being stuck without lights. Finally, if your lights are portable, be sure and take them off when leaving the bike — there is nothing worse than coming back to your bike, to find it has been stripped of everything not bolted on!

Reflectors

You can buy reflectors to attach to just about all parts of your cycle, and even to your clothes, to make yourself stand out at night. As mentioned above, a rear mudguard reflector is mandatory, but reflectors and reflective strips can be fixed to the pedals and spokes (new bikes come with these fitted) and to panniers or other luggage carriers. For the rider, there are also reflective bicycle clips, arm bands, overvests and "Sam Browne" belts. You

don't have to spend a great deal of money; small items like armbands are quite cheap, but will help you to be seen.

Clothing

When cycling, the clothes you wear can make a great deal of difference both to your comfort and to your safety.

In cold weather, do take time and trouble to wrap up well — your ride will be much more pleasant for it, and you will be able to concentrate fully on the road and traffic conditions without being distracted by the numbness in your fingers! Gloves are essential in Cambridge winters (and often summers), while the good old woolly hat will help keep in body warmth.

In very wet weather some form of waterproof protection is needed though you seldom require more than a light jacket. Cheap cagoules offer minimum protection, the *Peter Storm* type are better and not too expensive but inclined to be sweaty, while the very pricey *Gore-tex* jackets are guaranteed waterproof and are also supposed to let the body "breathe". Capes are quite popular, especially for touring, but beware the "billowing sail" effect on windy days — it can be quite offputting and potentially dangerous. Most of the waterproof jackets sold have integral hoods — these can greatly restrict your field of vision. For safety either cycle bare-headed or wear a separate hat. Cyclists who wear glasses may also find their visibility reduced in rain — try a peaked hat.

Jackets can be supplemented with protective over-trousers, to save an uncomfortable day at work. A plastic bag is a cheap, easy way to avoid a wet saddle — it's worth keeping one with you. Consider leaving a change of clothes at work — or even just a spare pair of shoes.

Light-coloured clothing may help you to be seen, especially if you are not wearing anything else reflective. It is also important to avoid wearing long, trailing scarves, which can catch in the wheels. Fit a skirt-guard to avoid catching a skirt in the wheels. A clothes peg is a useful accessory for taming voluminous skirts!

Helmets

While protective helmets for cyclists are becoming increasingly popular, especially in busy towns and cities such as Cambridge, for many people they are still an uncomfortable inconvenience. However, if you feel a helmet would make cycling a safer prospect for you, the important thing is to buy a

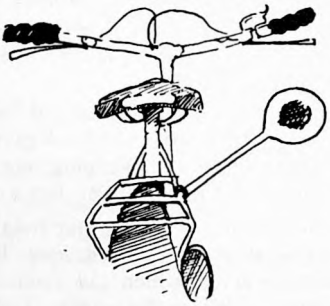
well-designed one, which you find comfortable, fits well, and has good ventilation. Try several designs. At present, no British Standard for bicycle helmets is available — look out for the American ANSI standard as a guide to good, safe design.

Bells

To some, a bell or horn is essential, especially in a town like Cambridge, where pedestrians and cyclists so often share the same routes and the City Centre is to a large extent pedestrianised. The well-timed ring of a bell is of more use as a warning to jay-walkers than when used angrily, after the event. It's worth remembering, however, that car drivers often won't hear even a horn; you'll probably have to rely on a good set of lungs.

Mirrors

Mirrors are available for fixing to the handlebars or to brake-lever mountings (for drop handlebars only) to enable the rider to see traffic coming up behind and alongside. A mirror is not a substitute for looking over the shoulder. Mirrors are not recommended for children's cycles.



NIKKI HECTOR

Spacers

These consist of a reflector on a hinged arm, which is attached to the rear of the bike, supposedly to keep passing cars at a safe distance. These are not necessarily helpful to the cyclist — they can create a false sense of security, and may even be dangerous if a passing car is too close.

To sum up, depending on your budget, there are any number of accessories you can buy to help you cycle more safely, quite apart from lights and reflectors, which you **must** have. However, there is a school of thought which says that the more you rely on such aids, the more complacent you

become and therefore you are just as vulnerable (the theory is known as "risk compensation" and has been looked at particularly with regard to mandatory wearing of seat belts in cars: the accident rate for drivers has gone down since this was introduced, but has increased for cyclists and pedestrians). There is no accessory to replace careful cycling.

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Out of town

– living out in the sticks

There are short-cuts or quieter routes to many of the villages within cycling distance of Cambridge. This section gives you directions. The routes below are arranged roughly anti-clockwise starting east of Cambridge. The asterisk (*) in each description indicates where you join the maps (see pages 37–49). These points are marked on the maps with the letters given below.

Street lighting may be a consideration when you are choosing your route. Cycle lights are not always adequate on unlit roads.

A. Fulbourn — Cherry Hinton — City

Leave the village along Pierce Lane or Cow Lane joining Hinton Road near the Bakers Arms. Turn right as you leave the houses where the road turns sharp left and go over the slight hill between the two hospitals. Cross the railway at the end of this road. Follow Fulbourn Old Drift along the short piece of unmade road and past the school (a new road is under construction in 1987, which will have to be crossed before reaching the school). Turn left and right by Cherry Hinton Church (*) into Coldhams Lane, then left at the entrance to the Blue Circle cement works. This leads along "The Tins", which leads onto Mill Road; thence into town. The Romsey — Petersfield cycle route into town avoiding Mill Road, scheduled for 1988, will start here.

B. Bottisham — Quy — City

There is an adequate shared-use footway alongside the main (A1303) road from Bottisham to Quy on the right, but not much to protect you from there into town until you reach the airport (*). This is a fast and busy road. Though not legal to ride on, there is a footpath rarely used by pedestrians on the outbound side of the road part of the way. Shared-use and cycle lane facilities start at the airport.

C. Teversham — City

Either via Cherry Hinton Church (and then follow route A from *) or the

busier Newmarket Road which is joined near the airport (route B at *). On the way home, particularly in the dark, take extra care turning right to Teversham beyond the airport.

D. Milton — Chesterton — City

Avoid the A10 north of the bypass. Milton Road has cycle lanes but is busy and emerges at the dangerous Mitchams Corner. This can be avoided using Herbert Street and Pretoria Road onto Midsummer Common. Alternatively, from Milton take Fen Road to the river and turn right for a pleasant ride along the towpath, all the way to Chesterton (past Baits Bite Lock, and under the A45 bypass). At Chesterton (*) join the road for 100 yards (bear left) and cross the footbridge onto Stourbridge Common, leading to Newmarket Road, or Midsummer Common by the towpath and Riverside.

E. Impington — Histon — City

You can avoid Bridge Road (the main road) north of the by-pass by using Cambridge Road to its west. Take care crossing the by-pass, and join Histon Road (*). Gilbert Road, off left about halfway into town, will avoid the nasty

junction with Huntingdon Road. You can then join the signed route from Arbury at the Carlton Way traffic lights.

F. Longstanton — Oakington — Girton — City

A direct road closed to cars is available between Longstanton and Oakington, past the old airfield; then directly to Girton along relatively quiet roads. From Girton, join Huntingdon Road (*), which has a cycle lane along each side for its full length. Coming out of town, take particular care turning right from Huntingdon Road towards Girton.

G. Bar Hill — Dry Drayton — Madingley — Coton — City

The only alternative to the motorway-like A604 from Bar Hill is 1/2 mile of unsurfaced bridle path to Dry Drayton, not very good in wet weather. If you take this route, go past Dry Drayton Church to Madingley. Turn left at the Hall entrance and go behind the American Cemetery. Straight across Madingley Road to Coton. Follow the road round to the left through the village, then keep straight on ("The Footpath") where the main road turns sharp right at the Plough. Follow the footpath and cross the motorway (right at the end of the bridge). This leads to Adams Road (*): straight across Grange Road (it's actually a slight wiggle, right then left) to pass the

University Library on Burrells Walk. Across Queens Road into Garrett Hostel Lane.

H. Hardwick — Madingley — City

Follow the old road parallel to the A45 by-pass. At the roundabout you can avoid the main road into Cambridge by going straight across, down the hill into Madingley. Turn right at the Hall entrance and follow route G from there.

I. Comberton — Barton — City

No alternative unfortunately to the Barton Road, A603. A poor shared-use footway is available for the last stretch of Barton Road (*). Then use the path across Lammas Land where the road turns sharp left, and across the cycle lights at Fen Causeway, leading to Mill Lane.

J. Harston — Haslingfield — Grantchester — City

Avoid the A10. A metalled road leads from Haslingfield across the motorway via Cantelupe Farm, though not a right of way. Then either turn right to Trumpington Road (shared use path and cycle lanes from there into the City) or left to Newnham (*) and Lammas Land as route I above.

K. Hauxton — City

Difficult to avoid the A10 without taking a long detour via Haslingfield as route J or the Shelfords, as route L.

L. Sawston — Shelfords — City

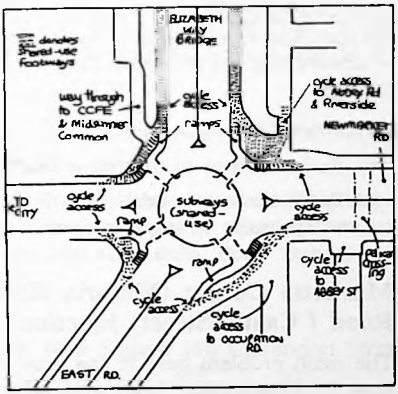
The main road is fast but not over-busy and from Trumpington there is a shared-use footway and cycle lanes into town. Take care at the right turn into Trumpington Road, despite the markings for cycles, where left turning traffic crosses your path. A preferred route might be over the hill (Granhams Road) to join Hills Road (turn left) south of Addenbrookes Hospital (*).It is rather a pull coming out of town, however. Hills Road does not have any cycle facilities south of the railway. Take particular care at the entrance to Addenbrookes.

Trouble spots

The maps mark nine junctions which we would advise avoiding or treating with particular care. Junctions are the main points of conflict with other traffic; car drivers are often too busy working out where they are going and avoiding other cars to notice cyclists. The majority of the junctions mentioned here are on the ring roads, so you are likely to encounter at least one of them when trying to reach the City Centre from any direction.

East Road / Elizabeth Way / Newmarket Road roundabout

This is a large roundabout designed to take high volumes of traffic at speed. With the wide lanes on the roundabout, shallow angled entries and exits and three dual-carriageways meeting, this junction takes no account whatever of cycles. Visibility is poor because of the raised centre. High traffic speeds leave very little time to join the traffic flow — for this reason, during 1987 an experiment is to be carried out with traffic lights on some of the entrances to the roundabout.



Alternatives:

- Use the subways (there are ramps and pavement markings leading to them).
- North-south: Napier Street (behind the Grafton Centre) and Midsummer Common bridge instead of East Road and Elizabeth Way.
- East-west: Riverside and Midsummer Common instead of Newmarket Road.
- East-south: New Street instead of Newmarket Road and East Road.

Mill Road / East Road / Parkside / Gonville Place roundabout

Though a slower roundabout, this is also very busy. Right turns require particular care here.

Alternatives:

- Petersfield for East Road to Mill Road.
- Walk across the pelican crossing of Gonville Place.
- Adam and Eve Street for Parkside to East Road.

Hyde Park Corner (Gonville Place / Hills Road / Lensfield Road / Regent Street) traffic lights

This junction, by the Catholic Church, is reputed to be the busiest in Cambridge. When turning right from Gonville Place to Regent Street, beware of oncoming traffic even though the facing light turns red — theirs does not. On the Hills Road approach avoid squeezing past on the left of heavy traffic — drivers may use the slip lane to turn left without seeing you when the lights change.

Alternatives:

- Parkers Piece to the north (including Regent Terrace).
- Bateman Street and Panton Street to the south (but do not be tempted to cycle the wrong way down these one-way streets).

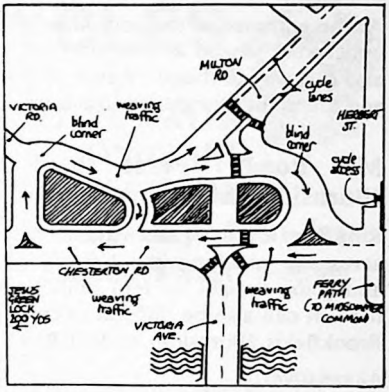
Murketts Corner (Victoria Road / Huntingdon Road / Histon Road / Castle Street) junction

The main problem here at the time of writing is that the southbound cycle lane in Huntingdon Road ends abruptly in the middle of the junction, leaving you unprotected. It can also be difficult to get out of Victoria Road and Histon Road. Traffic lights are being considered for this junction in 1987.

Alternatives:

- Storeys Way, Grange Road, Burrells Walk and Garrett Hostel Lane for Huntingdon Road to the western City Centre.
- The Arbury cycle route, signposted along Carlton Way and crossing Jesus Green lock for the eastern City Centre.

Mitchams Corner (Milton Road / Chesterton Road / Victoria Avenue) one-way system



To be avoided if you can, this fast, blind-cornered one-way system. From south to north (Victoria Avenue to Milton Road) or vice-versa, use the pedestrian crossings (you should walk).

Alternatives:

- City Centre to Milton Road: Midsummer Common and river bridge, Pretoria Road and Herbert Street and vice-versa (crosses east of Mitchams Corner).
- Signed cycle route to Arbury via Jesus Green lock (crosses west of the junction).

Four Lamps (Victoria Avenue / Maids Causeway / Short Street / King Street / Jesus Lane) roundabout

Mainly problematical because of the peculiar arrangement where King Street and Short Street meet at one exit from the roundabout; otherwise not too difficult, but keep your eyes open at the southerly exits: don't assume cars will give way to you where they should.

Alternatives:

- Midsummer Common, Fair Street, New Square and Clarendon Street (east of Four Lamps).
- Jesus Green and Midsummer Common (east-west avoiding Newmarket Road).

Pembroke Street / Trumpington Street / Mill Lane crossroads

Often very difficult to get out of Pembroke Street at the end of the contraflow lane. Be patient.

Alternatives:

- Corn Exchange Street (behind Lion Yard car park) is a better route to Kings Parade (one-way).

Downing Street / St Andrews Street T-junction

At the entrance to the contraflow cycle lane, beware of pedestrians leaping under your wheels as you turn into it (you should follow the highway code and give way to them). Watch for cars edging out into St Andrews Street if you are going straight on into town.

Mill Road / Perne Road / Brooks Road / Brookfields (Burnside) mini-roundabout

Ring road traffic is often tempted to ignore the roundabout and continue across the junction without giving way, especially to cycles both turning right and going straight on into Mill Road. Get in lane early for all right turns here. It can also be difficult to cross the traffic stream when travelling from Brookfields (Burnside) to Mill Road.

Alternatives:

- Pelican crossing of Perne Road.

Mill Road

Though not a junction, it is worth mentioning Mill Road as a place to avoid because it is so congested. The trouble is there is rarely an alternative. The proposed Romsey-Petersfield East-West cycle route will run parallel, with its own bridge over the railway, but until then the part of Mill Road east of the railway is really the only direct route from the Romsey area. Once over Mill Road railway bridge, Devonshire Road (first left), Tenison Road, Station Road, and Hills Road are little further round, and much safer. Or the back streets via Glisson Road are a more pleasant alternative.

On Mill Road railway bridge, beware of people dismounting in front of you when they run out of steam half way up, and also getting on again at the top without looking behind. Try to avoid doing this yourself: if you know you can't make it to the top, dismount at the bottom and wheel the cycle on the pavement, not in the road; look behind before putting the bike back on the road and setting off.

Road signs for cyclists

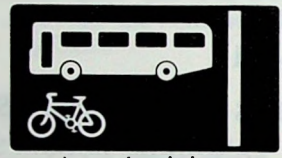
no entry
(including cycles)

no motor vehicles
(cycles allowed)

no cycling

route for cycles only

lane reserved for cycles
going in the same
direction as other traffic
(mandatory cycle lane)



bus and cycle lane

route recommended
for cycles (including
advisory cycle lane)

lane ahead reserved
for cycles
(mandatory cycle lane)

cycles and pedestrians only (shared-use)
no separation / separate track and path

one-way traffic

cycle parking place

directions on
recommended route

Dark backgrounds are blue

contra-flow cycle lane

From *Know Your Traffic Signs* reproduced with the permission of the controller of Her Majesty's Stationery Office

Maps of Cycle City

Key

useful routes avoiding main roads and busy junctions (not necessarily rights of way).

one-way only, on marked routes: some of these have no access for motor vehicles.

short cuts: two-way access for cycles where there is no access or only one-way access for motor vehicles.

useful short cut where you should wheel your bike.

one-way street (for all traffic, including cycles).

roads with cycle-track, lane or shared-use footway...

...one side of the road only.

P P Sheffield racks; other cycle parking (see page 70).

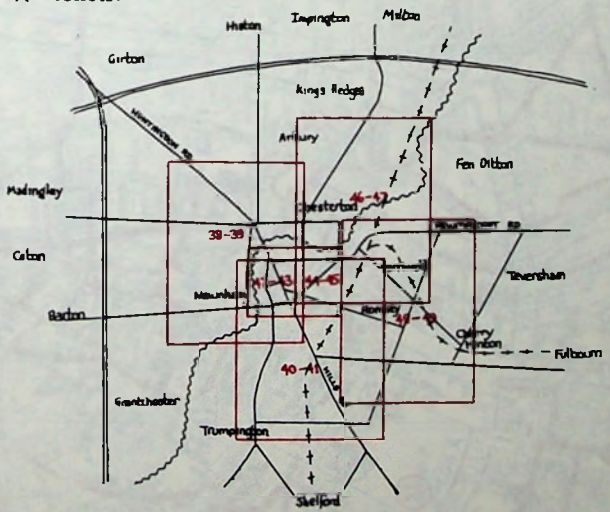
cycle shops (see pages 64-69).

23 G route to nearby village (see pages 27-30 and key map below).

trouble spots (see pages 31-34).

cycle traffic lights (see page 51).

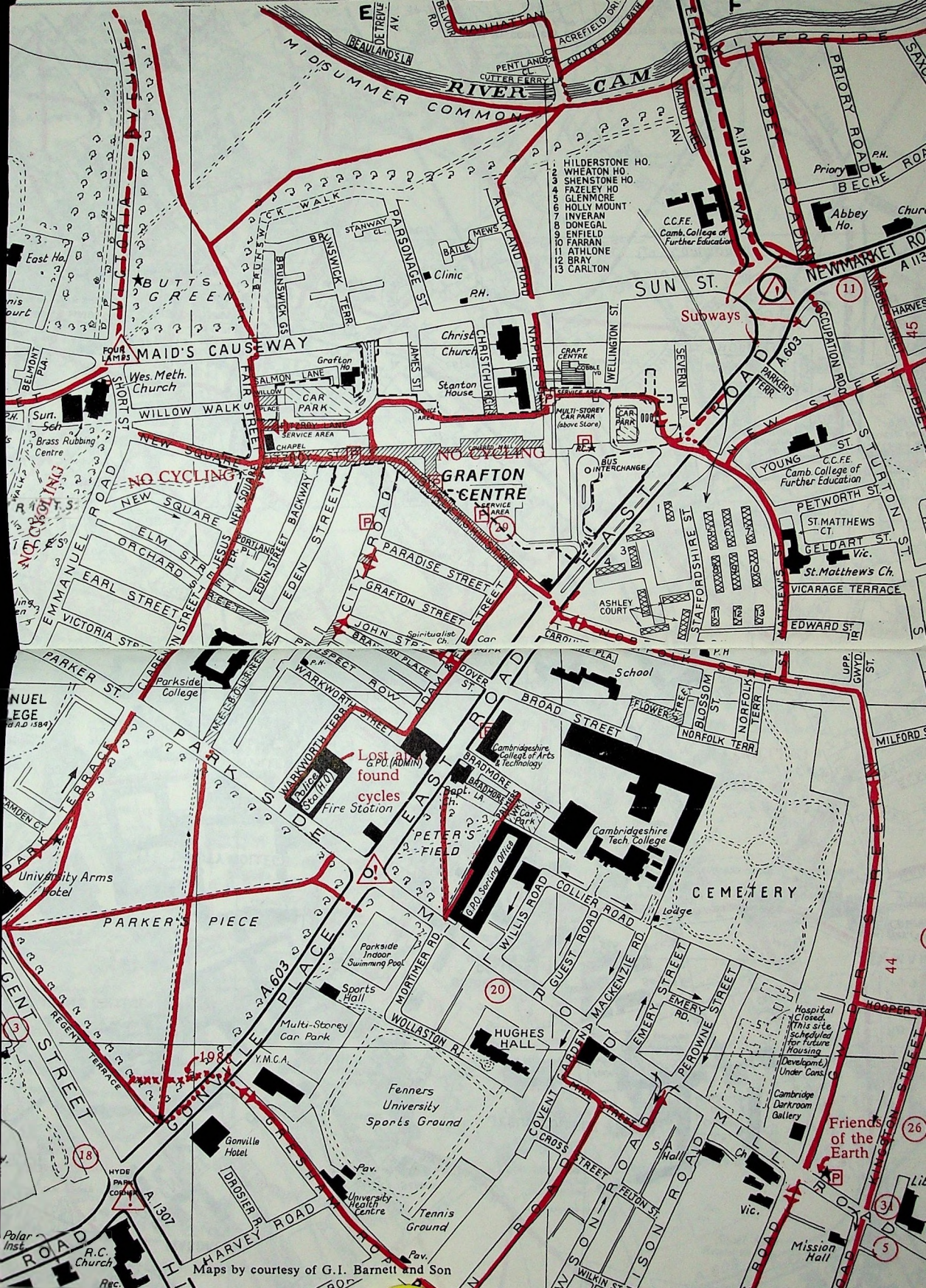
★ toilets.



Maps by courtesy of G.I. Barnett and Son


Barnwell
Bee-hive
Christs Pieces
Parkers Piece
Parkside
Regent St
Hyde Park Cnr
Lensfield Road
Fen Causeway
Lammas Land
Leys Sch.
Leys School Sports Grnd
Newtown
University Botanic Garden
Bowls Club
Brooklands Av
Chaucer Road
Latham Rd
Leys School Playing Field
Trumpington Road
A 1134
Government Offices
Inst. of Education
University Printing House
Hobsons Brook
Clare College Sports Grnd
Peterhouse Sports Grnd
Bentley Road
Barrow Rd
Porson Road
Long Road
A 1309 improvement proposed 1984
6th Form College
Homerton College
Hills Road
A 1307
Ind. Sch. (Boy)
Perse Sch House
Holbrook Rd
Queen Edith's Way
Sports Ground
Addenbrooke's Hospital
Rosie Maternity Hospital
Red Cross Lane
Station Rd
B 1045
STA
Bridge proposed
Industrial Estate
Mill Road
Recreation Ground
Davy Road
Cherry Hinton Road
Hartington Grove
Cavendish Avenue
Glebe Road
Mowbray Road
Tenison Av
Mawson Road
Fenners Univer Cricket Ground
Fitzwilliam Museum
Univer Museum and Research Labs
Grafton Centre
Cemy
Romsey Ter.
Brampton Rd
Fairfax Rd
Newnham Driftway
Sports Grnd
Coe Fen
Silver St
Queens Br.
Kings Coll
Clare Coll
Paget Rd
Byron
Geo. V Playing Field
Alpha Ter.
Wingate Cl.
Trumpington Crt
Gazeley Rd
Nightingale Ave.
Fendon Rd
Robinson Way
Sedley Taylor Rd
Luard Rd
Playing Field
Rutherford Rd
Newton Rd
Rayleigh
St Faiths Sch.
Clarendon
Shaftesbury Rd
Nursing Home
Purbeck Rd
Rathmore Rd
Blinco Grove
Marshall Rd
Coleridge Rd
Fanshawe Rd
Perne Rd
Hobart Rd
Brackyn Cl.
Corrie Rd
Gwydir St
Sturton St
Vicarage Ter
Young St
Petworth St
Geldart St
York Ter.
Abbey Walk
Ainsworth St
Stone St
Bury Ct.
Cyprus Rd
Malta Rd
Suez Rd
Hope St
St Philips Rd
Sch.
Ch.
P.O.
Maps by courtesy of G.I. Barnett and Son


improvement proposed
MAGDALENE COLLEGE
JESUS COLLEGE
(Founded A.D. 1497)
ST. JOHN'S COLLEGE
(Founded A.D. 1511)
SIDNEY SUSSEX COLLEGE
(Founded A.D. 1596)
TRINITY COLLEGE
(Founded A.D. 1546)
GONVILLE & CAIUS COLLEGE
TRINITY HALL
(Founded A.D. 1350)
CLARE COLLEGE
A.D. 1326
KING'S COLLEGE
(Founded A.D. 1441)
CORPUS CHRISTI COLLEGE
A.D. 1352
ST CATHARINES COLLEGE
QUEENS' COLLEGE
A.D. 1446
PEMBROKE COLLEGE
(Founded A.D. 1347)
PETERHOUSE
(Founded A.D. 1284)
CHRIST'S COLLEGE
(Founded A.D. 1505)
EMMANUEL COLLEGE
(Founded A.D. 1584)
DOWNING COLLEGE
(Founded A.D. 1800)
NO CYCLING
NO PIECES
Fitzwilliam Museum
Zoology Museum
Sedgwick Museum of Geology
Whipple Museum History of Science
Botany
Horticulture
Biochemistry
Parasitology
Physiology
Anthropology
Low School & Mus. of Archaeology and Anthropology
Old Addenbrookes Hospital site undergoing redevelopment
Scott Polar Research Inst.
Maps by courtesy of G.I. Barnett and Son



Maps by courtesy of G.I. Barnett and Son


Cambridge Science Park
Sewage Disposal Works
Agricultural Machine Market
Chesterton
Milton
Industrial Estate
Kings Hedges Primy Sch
Lovell Road
Ramsden Square
Kendal Way
Green End
Cam Causeway
Residential Caravan Site
Long Reach
Ditton
University Field Laboratory
Comprehensive School
University Athletic Grnd
The Grove Junior Sch.
Chesterton
A.1309
A.1134
A.1303
Hospitol.
Stourbridge Common
Industrial Estate
The Chesterton Rec. Grnd
St. Andrews Ch.
Sewage Pumping Sta.
Gas Holder Works
Cheddar's La
Coral Park Estate
Cambridge Utd FC Grnd
Swimming Pool
Coldham's Common
Beehive
Barnwell
Further Education College
Maps by courtesy of G.I. Barnett and Son


Stourbridge Common
Industrial Estate
Sidings
HOWARD ROAD
DUDLEY ROAD
FEYNES ROAD
EKIN ROAD
Works
City Cemetery
Mort Chapel
DITTON FIELDS
DITTON ROAD
WADLOES ROAD
FERNDALE RISE
DITTON FOLD
EGERTON CL
HOWARD CL
DUNSMORE CL
FISON ROAD
RACHEL CL
LEONARD CL
HELEN CL
DENNIS RD
ANNS RD
WILLOW WLK
THORPE WAY
1 BERGHOLT CLO
2 COGGESHALL CLO
3 CHIGWELL CRT
4 THE RODINGS
St Andrews Ch.
Sewage Pumping Sta
CHEDDAR'S LA
Gas Holder
Works
RIVER LA
MARKET
Lorry Pk
HEREFORD
ROW
SWANS
RD
NEW
Cambridge Unte
F.C Grnd
ELFLEDA RD
A1134
QUAINTON CL
Com. Centre
of Further Educn
PEVEREL RD
THE HOMING
MEADOW-LANDS
to Newmarket
Teversham
Quy
Bottisham
A1303
B
49
STANESFIELD R
GERARD RD
GERARD CL
RAWLYN RD
RAWLYN CLO
NORTON CLO
RAYSON WAY
THORLEYE RD
WHITE HILL CL
GALFRID RD
Coldhom's Brook
Swimming Pool
COLDHAMS LA
Coldhom's Common
Sch.
BARNWELL RD
BARNFIELD DRIVE
PEVEREL CL
ATTIMER RD
BARNES CL
THE WESTERING
SUNNYSIDE
THE FORD TERR
City Boundary
CORAL PARK ESTATE
HENLEY RD
COLDHAMS RD
Further Education College
Beehive
Barnwell
ABBEY WALK
YORK TER
STONE ST
BURY CT.
AINSWORTH
KARRODS CL
AINSWORTH PL
GT EASTERN ST
FAIRFAX RD
VINERY RD
VINERY WAY
BRAMPTON RD
CROMWELL RD
STOURBRIDGE GRO
NEWMARKET LANE
THE FORDHAMS
Training Centre
UPHALL RD
HUTTINGS ROAD
A1134
AIR STRIP
Romsey Town
Sainsbury's
T.A. Centre
SEYMOUR STREET
Old Peoples Home
Hospital
ROMSEY RD
ROMSEY TER
HEMINGFORD ROAD
BELGRAVE RD
HOPE ST
COLERIDGE ROAD
MALTA RD
CYPRUS RD
MADRAS RD
MONTREAL RD
NATAL RD
BROOKFIELDS
BURNSIDE RD
GREVILLE RD
MARMORA RD
CORAL RD
HOBART RD
Bridge proposed 1988
Road Closure
Recreation Ground
DAVY ROAD
RADEGUND ROAD
GOLDING RD
Sec. Sch.
P.O.
ZETLAND WAY
BRITTEN PL.
TREVONE PL.
LANCASTER WAY
Playing Fields
Snakey Path
Cherry Hinton
Cement Works
The Tins
BURY BRANCH LINE
COLDHAMS
WATTER DENE
ROSEMARY LA
CHURCH END
MARCH LA
QUEENS MEAD
NEALE CLO
WOLSEY WAY
NEWELL WLK
ORCHARD ESTATE
HAMPLIN WAY
LANTREA CLO
HIGH STREET
Kirkod
RAILWAY ST
HAYSTER ROAD
MARCOMBE ROAD
CHARTFIELD RD
CLAYGATE RD
CONWAY CLOSE
RICKARD CL
CROWTHORNE CL
CHERRY HINTON ROAD
ST BEDES
ST THOMAS'S SQUARE
WALPOLE ROAD
CHALMERS RD
GRAY RD
WARD RD
PERNE RD
LANGHAM RD
GISBORNE RD
FANSHAWE RD
FLAM-STEED RD.
BANCROFT CL
STERNE CL
LEASBURY
COLERIDGE
LICHFIELD ROAD
DERBY RD
Tel. Exch.
CONISTON RD
COWPER RD
NEVILLE RD
HINTON AV.
LILAC AV.
LAND AV.
MARGARETS SQUARE
P.O.
MAG.
GROVE
Liby
Sch
ARNGTON
ALL RD
NCO
AVENUE
AVENDISH
HILLS
ROAD
AVENDALE
MISSLETON CT.
Transport Depot
GUNHILD WAY
Cherry Hinton Hall
Rec. Grnd
COLVILLE
DESMOND AV
MALVERN RD
LOVE
MILL END CL
FOREST
CHERRY
GLADSTONE WAY
MALLETS
FULBOURN ROAD
DRAYTON RD
KEATES RD
LEETE RD
AUBRIETIA RD
ARRAN
WENTWORTH
FISHERS
PEN CL
LAI
Maps by courtesy of G.I. Barnett and Son

Cycle facilities

Car drivers don't have it all their own way, because scattered around Cambridge and some other towns are *cycle facilities* which help cycles go on their way more safely, quickly and pleasantly than would otherwise be possible. Sometimes these are a happy side-effect of the layout of the City, such as the paths across Cambridge's many commons and greens, whilst some, like cycle lanes, are the result of conscious Council policy. And some are there by chance — gaps in fences, short-cuts through the grounds of buildings.

This section describes some of the facilities that you may come across in Cambridge. There is scope for much more to be done. Cambridge lags behind some towns with much smaller cycling populations in terms of cycle facilities.

Advisory cycle lanes

These are marked by a broken white line on the main carriageway, parallel to the kerb. They are purely "advisory", which means that neither cyclists nor motorists need take any notice of them. Moving vehicles do usually keep out of them, but parked ones do not — and cars parked in cycle lanes completely undermine their value. The advisory cycle lanes along the southern end of Milton Road, for example, are almost always blocked by parked cars.

Mandatory cycle lanes

These are marked by a continuous white line on the main carriageway, parallel to the kerb. Motorists must not drive or park in them (irrespective of whether there are double yellow lines or not). Mandatory cycle lanes, like those in Huntingdon Road for example, usually work quite well — probably because of the Council's policy of only putting them on roads with adequate off-street parking. Cycle lanes in London are surfaced in a distinctive red tarmac; perhaps we should do that here.

Contraflow cycle lanes

These allow bikes to travel in what would otherwise be the "wrong" direction along a one-way street. There is just one in Cambridge, in

Pembroke/Downing Street. You must keep inside the solid white line that marks the lane from the rest of the road. And watch out for oncoming motor vehicles in your lane jumping the car park queue!

Bus lanes

Cyclists can ride in all the bus lanes in Cambridge; sometimes taxis can use them too. Bus lanes usually have limited hours of operation, which are shown on signs along the road. The one in Hills Road (in–bound) is for the morning and evening peak periods only; the one in Victoria Avenue (out–bound) operates all day until 7pm.

Cycle tracks

These are cycle paths running (usually) alongside roads but separate from both the main carriageway and the pavement. These are very rare in Cambridge. This is because cycle tracks can usually only be created when the road itself is first built and so are more commonly found in New Towns such as Peterborough. In Cambridge, Barnwell Road (which was built in the seventies) possesses a pair of cycle tracks.

Shared–use pavements

These are paths (footways) simply designated for use both by cyclists and pedestrians without any particular improvement and identified by blue signs (see page 36) bearing a cycle symbol together with a pedestrian symbol against a blue background. They are used in Cambridge to permit cyclists to ride on paths that they wouldn't otherwise be entitled to use — typically little–used pavements alongside busy roads such as Elizabeth Way bridge and Madingley Road.

Shared–use footways are a cheap way of providing an alternative to cycling along busy roads, but have several significant disadvantages, for pedestrians as well as cyclists. Cyclists must give way when crossing side–roads, which means that if the side–roads are busy the shared–use path becomes more hazardous than the main carriageway. Also the path is often rough and poorly–maintained — a problem which applies also to cycle tracks. And the path usually comes to an end just when cyclists need help most — at junctions and roundabouts.

Cycle traffic lights

These are still rare in Cambridge, although some other towns have invested in them widely. They are mainly used when a cycle path or other cycle route

crosses a busy road, and are similar to pelican crossings except that it is a green bicycle rather than a green man which lights up when it is safe to cross. And, unlike pelican crossings, you are expected to pedal, rather than wheel, your bike across. There is one in Newnham across The Fen Causeway.

Far more common in Cambridge is the arrangement where bikes use a standard pelican crossing, with *Cyclists Dismount* signs to discourage cycles from running down people crossing on foot. On some crossings, such as the one where Garret Hostel Lane crosses the busy Queens Road, most cyclists ignore these signs and ride their bikes across. You might care to know the opinion of Cambridgeshire County Council's Director of Transportation, who sees "nothing wrong in cyclists riding across pelicans".

Special cycle traffic lights can also be found on the Hills Road / Brooklands Avenue junction, where their purpose is to stop left–turning cars conflicting with straight–ahead cycles.

Advance stop line

A new feature is planned soon at the traffic lights at the top of Magdalene Street: an *advance stop line* for cyclists. There will be a cycle lane leading into a space in front of the main stop line for cars where cycles can wait and get a head start on the motor traffic up the hill. It is not clear yet whether cyclists will have their own green light; the only other example in this country is in Oxford where there is a separate traffic signal for the cycles.

Restricted access roads

Many roads in Cambridge City Centre have restrictions on motor vehicles which do not apply to cyclists. These are roads bearing the *No Motor Vehicles* sign, which features car and motorcycle symbols together inside a red circle. The restrictions on motor vehicles may have exceptions for access, for loading, for taxis or for buses, and may only apply during certain hours — a plate below the sign will give details. What matters for cyclists is that these signs do **not** apply to cyclists, even if there is another sign saying *Pedestrian Zone*, and that you **can** ride your bike along apparently "pedestrianised" streets such as St Andrews Street and Fitzroy Street — so long as they bear these signs.

Note that some streets in Cambridge **are** banned to cycles. These will have *No Entry* or *No Cycling* signs on them. Petty Cury and All Saints Passage are examples.

Street closures

Many streets in Cambridge contain barriers or signs passable to cycles but not to cars, either in one or both directions. These have been placed there to stop the street from being used as a short-cut by motor vehicles, and are marked by special symbols on the maps (see pages 37–49). The result is to make the street much quieter to live in and also much more pleasant to cycle along. Kings Parade is one example, Gwydir Street another. But watch out in quiet streets for cars appearing from nowhere.

Commons and footbridges

Midsummer Common, Jesus Green, Parkers Piece and Lammas Land are just four of the open spaces whose paths are by tradition used by cyclists. Several of these paths lead to footbridges across the River Cam. Although bikes must be wheeled across them, they provide useful alternatives to the busier road crossings of the river.

Note that Christs Pieces and New Square are exceptions to the general Cambridge practice of cycling across parks — you must not ride across these. In general, *No Cycling* signs will show where you can't cycle.

Signposted cycle routes

These are just routes along backstreets which avoid busy roads. They are cheap to create and encourage cyclists to use quieter streets that they might not otherwise have thought of. So far the City Council has signposted a route from the City Centre (Jesus Green) to Arbury avoiding Mitchams Corner and a route from New Square to East Road avoiding the shoppers in Fitzroy Street.

Cambridgeshire County Council has plans for a cycle route from Cherry Hinton and Brookfields to the City Centre avoiding the congestion and danger of Mill Road. This will require a new bridge across the railway. It seems likely to go ahead soon, with some Government funding. Follow the projected route in the maps in this booklet and watch for its completion as the *Romsey–Petersfield* or *East–West Cycle Route* at the end of 1988.

Transporting your cycle

– when it's too far to ride

Rail

Every cyclist has a horror story about taking a bike by train, but it is still probably the most satisfactory way to transport a bike. Mostly cycles go free, in the guard's van; in recent years however, new trains without guard's vans, financial pressures and lack of understanding on the part of British Rail have caused them to introduce restrictions and charges on some trains, sometimes making it very complicated and expensive.

A few general points:

- BR publish a leaflet which explains the system nationally, and there are local ones sometimes too. Rules change frequently so don't rely on them (or on the information below). Always check first, and double check: BR staff often do not know their own rules.
- Always label your bike with your destination and name. Allow plenty of time. In the end, the guard has discretion whether or not to let your bike on the train, so be nice to him or her! Be aware that you may have to carry your bike up and down steps at some stations. Note that groups have to make advance arrangements.
- When the train pulls in, look for the guard's van. You may have to open the door yourself and lift your bike in; you may have to wait for mail sacks and other cycles to be unloaded. Carry one or two bungees (elastic straps) to attach your bike to the fittings — but don't lock it to them. Take your valuables with you. Sometimes the wire cage in the guard's van may be locked during the journey.
- Always ask about engineering work, particularly for weekend journeys; double check before you set off — you might find you are refused access to a bus link half way if you don't.
- The older diesels and loco-hauled trains are least likely to cause you problems because they usually have proper guard's vans.

Journeys from Cambridge:

- *London (Liverpool Street).* The newly introduced four and eight car *electric multiple unit* trains on the Cambridge to Liverpool Street line have space for only one or two bikes. Better are the longer loco-hauled trains — these have much larger guard's vans. Other than space there are, as yet, no restrictions or charges when starting from Cambridge.
- *London (Kings Cross).* On the Cambridge — Royston — Kings Cross line there are peak-time restrictions beyond Royston — basically forget travelling with the rush-hour traffic, and on some other trains.
- *In London.* On the Underground, cycles can only be taken on the District, Circle, Metropolitan lines and on overground sections of the remaining lines, and then only after 10am and not between 4 and 7pm Monday — Friday (no time restrictions at weekends). This is charged at child fare. If you do take the Tube, expect black looks and difficulties negotiating turnstiles and barriers. Some BR suburban trains (including those from Liverpool Street) can be used off-peak, but on sliding-door trains, you have to stand in the door area with the bike.
- *East Anglia.* On the Kings Lynn, Norwich and Ipswich lines there are no problems as yet, except occasional lack of space to Ely.
- *Cambridge — Peterborough — Birmingham.* This service runs new "Sprinter" trains on some journeys. This means that some peak services are off-limits to cycles for some or all of the way. Space is limited — cycles go in an area with tip-up seats at one end of the train and you may have to persuade passengers to move to make room. "Sprinters", "Pacers" and "rail buses" are becoming increasingly common on inter-urban services, and sometimes will not take bikes at all. Away from Cambridge, phone the nearest main station; don't rely on what they tell you here!
- *The East Coast main line.* North from Peterborough you will often be using Inter-City 125 trains. You have to book in advance on these and pay £3 each way for the privilege. The bikes normally go in the guard's van by coach A. Not all 125 trains are available for bikes. They also throw them around somewhat. You cannot get to the guard's van through the train, so you will need to hurry when the train arrives.
- *Across the country.* There are through trains once or twice a day from Ely or Peterborough to the north-west which are useful for Nottingham, Sheffield and Manchester, because you have fewer changes and because there are larger guard's vans.

- *Stations*. Many stations have a goods ramp or lift (e.g. Peterborough) and if you ask station staff, you will usually be allowed to use them. Ely Station is quite easy to negotiate — it has long ramps, not stairs. Cambridge is all on one platform, so quite straightforward.

If you have problems when taking your bike by train, or if you find you cannot, write and tell BR; otherwise services may deteriorate still further for cyclists.

Road

A minibus will take a bike, but it is surprising how much room is needed — don't underestimate. There is a variety of carriers which will attach to the top or rear of a car to carry a bike — try a specialist bike shop. Not all carriers are suitable for open frame (women's) bikes.

Buses

... don't usually take bikes but with deregulation, who knows! Some express coaches in other parts of the country (e.g. Blue Line) will already carry cycles, free of charge.

Ferries

Some ferries take bikes free. Designated Boat Trains can be a problem — you are usually required to check in the bike in London, and collect it at the other end.

Air

Planes will carry bikes surprisingly cheaply — often as checked-in baggage — but airlines treat them unmercifully and you often have to dismantle them to fit them into a box (remove pedals, wheels and handlebars and let tyres down — otherwise they explode!).

Abroad

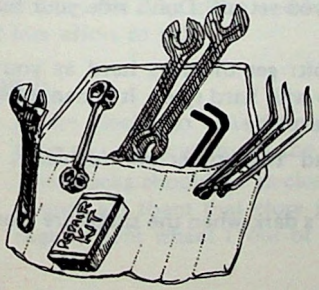
Time to buy a specialised book! Most railways carry bikes, some at a charge, but all have their own rules. Travel agents here rarely have that kind of detailed information, so find out direct.

Basic maintenance

Although for most of the time your bike won't need much attention, simple repairs, preventative maintenance and essential safety adjustments are best done by yourself. If you do these, you must learn how to do them properly. More extensive repairs, however, can be left to a bike shop (see the list on pages 64–69). Most shops take repairs at fairly short notice but are much busier in the summer months when most of the hire-bike fleet is on the road.

For just the running repairs you don't need much in the way of tools and equipment. Here is a brief list which will enable you to do most of the simple things that you need to do to your bike:

- *Pump:* Make sure you have the right connector for your type of valve (there are three common types: take your bike with you when you buy a pump if you are not sure which is which). The longer the pump, the easier the pumping, but you will usually want it to fit between the lugs on the frame — so measure that distance. Take your pump with you when you leave the bike: they are a temptation for thieves.
- *Tyre levers:* three of them, to get the tyre off the wheel. Spoons will do at a pinch, but a set of levers costs less than a pound. Try to get the variety with a slight cup at one end and a hook at the other.
- *Dumb-bell spanners:* these will fit most nuts on your bike, though it may be difficult to get into some gaps, in which case you might find flat headed spanners or a small adjustable spanner useful. Spanners come in metric and imperial sizes.
- *Screwdriver:* a 5mm blade should serve most purposes.



NIKKI HECTOR

- *Puncture repair kit:* patches, rubber solution glue, sandpaper and chalk. You can buy them separately, but it's not usually worth it.
- *Cleaning rag:* you will get a bit grubby if you have to mend a puncture.

There are a few essential spares you should have (don't forget to replace them when used):

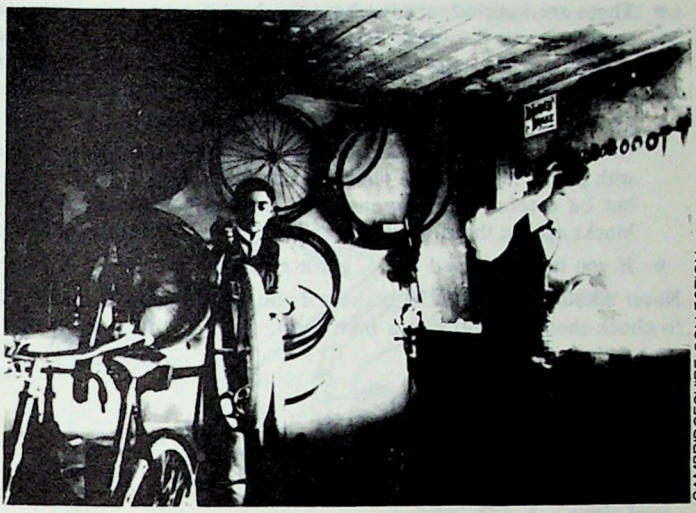
- *Inner tube* (again take the bike or an old tube with you when you buy one if you're not sure which kind or size of tube to ask for). Changing the tube is easier than mending the puncture.
- *Light bulbs* (for front and rear lights if different). They can be carried in the puncture repair kit, or taped inside the lamp: wrap in paper to protect them.
- *Batteries for lights:* always carry a spare set. Lights may seem quite bright when you turn them on, but can quickly fade.
- *Mixed nuts and bolts:* jolting on a bike often loosens the mudguard fixings. Never throw spare nuts and bolts away.
- *Oil can:* light machine oil.

You may also find the following useful:

- *Third hand tool*: a piece of bent metal which holds the brake blocks against the rim while you tighten the brake cable (only a couple of pounds: well worth it for the relieved frustration).
- *Pliers and/or a small wrench.*
- *Allen keys* to fit if you have a bike with any small sunken hexagonal-headed bolts, to adjust saddle height for example.
- *Lollipop stick* to put your chain back on without getting oily.

Regular maintenance

- Check your brakes work every time you set off. Don't ride your bike if you cannot stop it!
- Pump up tyres if they are at all soft: get them as hard as you can manage. It's less effort to ride a bike with hard tyres. It is dangerous to use garage air pumps: the tyre can explode.
- Clean the pedal, spoke, front and rear reflectors regularly, and especially after a wet journey.
- Check lights work. Don't wait until it's dark when the shops are closed.



CAMBRIDGESHIRE COLLECTION

- Check for any loose nuts and bolts periodically — don't wait until the mudguard falls off.
- Fix anything that's rubbing or clattering — loose bits can easily catch dangerously and it's harder work cycling against something that's catching.
- Oil the chain about once a month; more often in wet weather — if there's any rust on it, it needs doing. You can clean off accumulated debris with paraffin or detergent and a toothbrush or rag.
- If there are some clips on the wheel hubs, look underneath them for a hole and put in a drop of oil periodically.

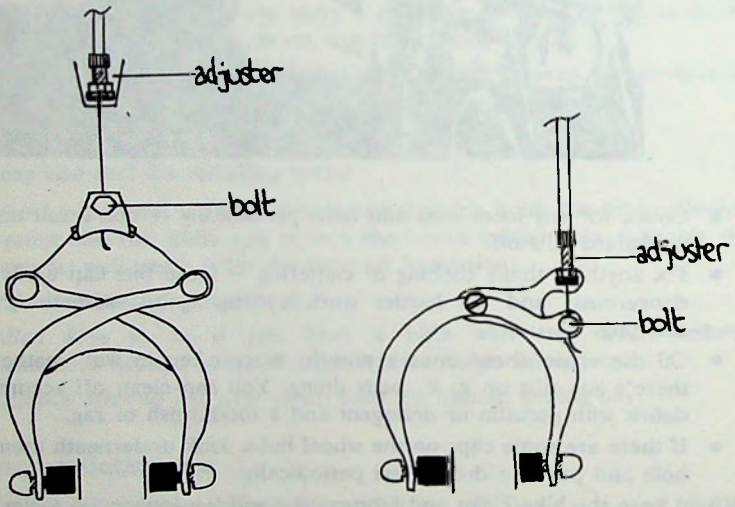
If you keep the bike clean and lubricated it will last longer, be easier to see and less effort to ride.

Brakes

- Brake blocks do wear down, requiring the brakes to be tightened from time to time; eventually the blocks have to be changed.
- The blocks should be as close to the rim as possible (1/8" say). If you cannot get them that close without rubbing then you probably have a slightly bent wheel ("out of true"). Consult a bike shop.

- There are knurled screws where the brake cable enters the housing or sometimes on the brake shoe itself which can be used to tighten the brakes to some extent — hold the brake blocks against the rims while you do this (a third hand — the tool or a real one — will help).
- To tighten further, loosen the nut and bolt securing the brake cable (the cable passes through a hole in this bolt) and pull through the hole with pliers, holding firm while you do the nut up again. Tighten firmly, but be careful not to wrench the head off the nut. Again press the blocks against the rims (you may find you need four hands to do this!).
- If you have a frayed cable, get it replaced.

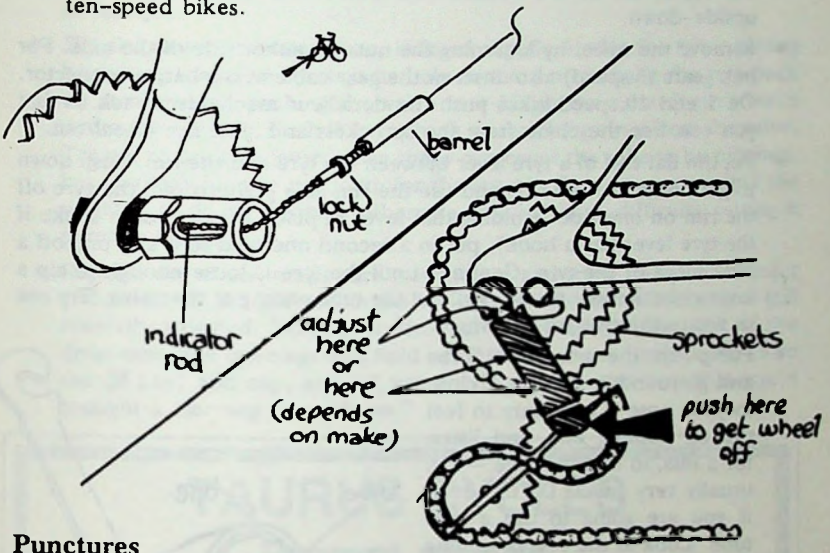
Never take chances with the brakes: if you are not sure, get someone who is to check them, or pop into a bike shop.



Gears

- Hub gears (three speed) need adjusting if you have taken the wheel off. Set in 3rd (H) gear and reconnect the barrel at one end of the cable onto the thread of the bit with the chain that comes out of the hub, to take up the slack. Leave the cable very slightly slack. In 2nd gear the end of the rod and the hub end of the little chain should just be visible at the axle end of the hole in the wheel nut.

- With derailleur gears (five or ten speeds), if the chain jumps off the rear sprockets, adjust using the two small screws on the changer — one lets the chain move further or less far at the inside (larger) cog, and the other at the outside (smaller) cog. Similarly for the front changer on ten-speed bikes.



Punctures

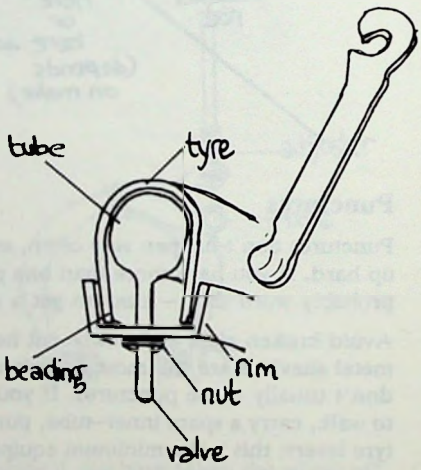
Punctures don't happen very often, especially if you keep your tyres pumped up hard. If you have more than one puncture on the same wheel your tyre is probably worn thin — time to get a new one.

Avoid broken glass and newly-cut hedges. Slivers of glass, thorns, pins and metal shavings are the most common causes. Rough roads and cinder paths don't usually cause punctures. If you are going further than you would wish to walk, carry a spare inner-tube, pump, spanner to fit your wheel-nuts, and tyre levers: this is the minimum equipment you need to get back on the road.

Mending a puncture:

- If you have a spare tube, use it and mend the old tube later in the warm, at home. A new inner tube only costs a couple of pounds. It takes about twenty minutes to do the job, and say an extra ten if you mend the tube, unless you are well practised.

- Let any remaining air out of the tyre (unscrew the fastener or press the rod in the centre of the valve, depending on type). Remove the locking nut which keeps the valve in place (if there is one). Put the small bits in the repair kit or somewhere you won't lose them! Turn the bike upside-down.
- Remove the wheel by loosening the nuts on either side of the axle. For hub gears (3 speed) also unscrew the gear cable at the barrel connector. On 5 and 10 speed bikes push the derailleur mechanism back so that you can free the chain from the sprockets and slide the wheel out.
- Put the flat end of a tyre lever between the tyre and the rim. Push down to get under the beading and use the rim as a pivot to pull the tyre off the rim on one side. Holding that lever in place (hook it on a spoke if the tyre lever has a hook), put in a second one next to it and pull off a little more of the tyre. Continue until the tyre is loose enough to zip a lever right the way round. Pull out the tube ending at the valve. Try not to rotate the tyre on the wheel.
- Pump up the punctured tube and go round it, holding it close to your nose if necessary to feel the air coming out, and listen for a hiss, to find the hole — it is usually very small. Do this even if you are going to use a new tube. Look at the corresponding place on the tyre for the thorn or whatever caused the puncture and remove it (the offender may be much smaller than you think). Run your thumb right round the inside of the tyre to find any other sharp bits poking through and get them out. Always be sure you have found the cause or you will simply re-puncture immediately.



- To mend the tube, roughen the surface around the hole with sandpaper. Apply a thin coat of rubber solution glue and let it dry for a couple of minutes. Add a second coat and let it almost dry. Press the patch on firmly (remove the foil cover if there is one!) and don't be

tempted to pull it or poke it to see if it has stuck — find out by pumping up slightly. You don't need to remove the paper cover if there is one — you risk pulling the patch off. You can grate a bit of chalk on the bottom of the repair kit and dust the repair so excess glue doesn't stick to the tyre.

- Slip the new or mended tube, inflated slightly, under the tyre, starting by putting the valve through its hole in the rim, and slip the tyre back on at the valve, pushing the valve in a bit so the tube doesn't catch under the beading. Push the tyre back on, working away from the valve. Try not to use tyre levers since these can cause the tube to be pinched, but you may have to use them for the last bit. Don't pump up until the wheel is back on the bike otherwise you will have difficulty getting it past the brakes.
- Replace the wheel: make sure it is straight and spins freely. Reconnect and re-adjust the gear cable (as above) and check the brakes are still correctly adjusted. Don't push the rear wheel right to the back of the drop-outs (the openings that hold it). Pump up hard. Replace the valve nut (if any) and cap, and off you go. Don't you wish now that you'd brought a cleaning rag with you?

Cycle shops

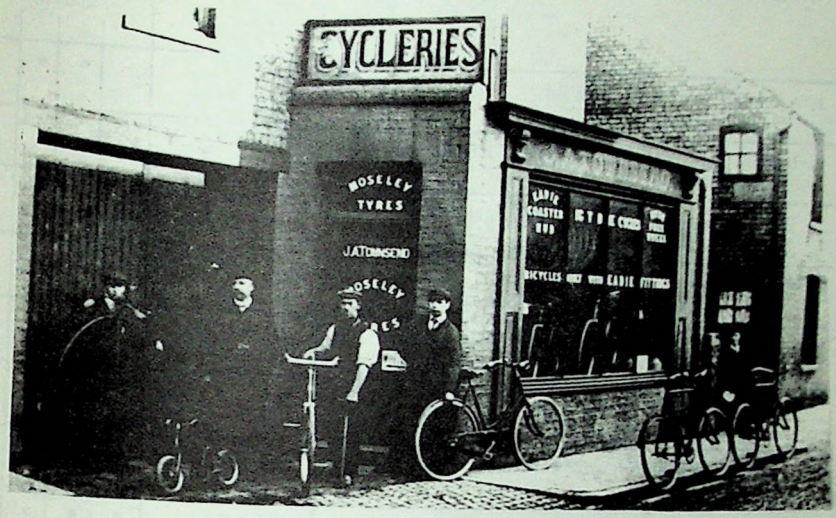
On the following pages, we aim to present details of all bicycle shops, hire centres and repair services in Cambridge. The information given here was collected, where possible, by means of personal visits to the shops. The table shows those areas in which shops differed most. There are many general features which applied to most, if not all of the shops visited; these are explained here.

Cycle shops in Cambridge are, on the whole, small family–run businesses. The exceptions are noted in the table. Most shops have a good range of new bicycles in stock and, significantly, most managers said that any type of bicycle could be ordered, if not in stock. Thus the more specialist racing bicycles, tandems, tricycles and mountain bikes can be acquired from many shops in Cambridge, even though few shops keep them on the premises.

Many shops in Cambridge will hire out cycles (see table for more details); all require a deposit, which ranges from £15 to £35. Hire rates vary with the time of year, but are remarkably cheap when compared with other parts of the country. Long–term hire works out cheapest. In general, no insurance is required. Bicycles are rarely hired out with tools but a puncture repair kit is sometimes included. Lights and locks are always provided.

We tried to glean information on comparative costs of repairs, but these varied so much, depending on exactly what needed doing, that it was not practicable to include this information in the table. Probably the best course of action is to obtain two or three estimates from different shops before committing yourself.

Guarantees and after–sales service vary from one shop to another — some shops just go along with the manufacturers' guarantees on new bikes, while others give a free check–over after three months. Ask the shop before buying a new cycle. Most shops will deliver new bicycles, usually for no charge within Cambridge.



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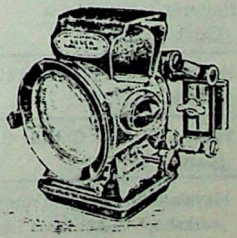
Key to table

Shops are located in Cambridge unless otherwise stated.

The numbers in the left margin refer to the numbers on the maps.

Turn-round times for repairs are shown in the repairs column where known.

•	Indicates that the service for the column in which the symbol appears is offered by the shop.
–	Indicates that the service is not available.
¶	Look in the notes column for more information.
###	Shop not surveyed.



The Silver King Lamp
Price 12/6.

NAME, ADDRESS, TEL.	HOURS	SALES			REPAIRS	HIRE	ACCESSORIES						NOTES ¶
		new	2nd hand	trade in?			Components	Tools	Lights & Locks	Clothing	Touring Equip.	Books	
1. Armada Cycles - 47 Suez Rd (Camb. 210421)	MF 9-6 Sa 9-5.30	-	•	•	24 Hrs	¶	•	•	•	•	•	-	Mainly block hire to language schools
2. Bishop, S.M. - 51-3 Station Rd, Histon (Histon 2449)	###												
3. Blacks Camping & Leisure, 46 Regent St (Camb. 314335)	MSa 9-5.30	-	-	-	-	-	-	-	-	•	•	•	Camping shop: a few panniers in summer
4. Camb.Bicycle Co (& Geoffs Bikes) 65 Devonshire Rd (Camb. 65628/9)	MSa 9-5.30 ¶	•	•	•	•	•	•	•	•	-	•	•	Open Sundays in Summer
5. Camb. Cycle Hire - 118 Mill Rd (Camb. 314333)	MF 10-4 ¶	-	•	-	24 Hrs	•	•	•	•	-	•	•	Closed 1-2
6. Cedar Cycles - 90 High Street Cottenham (Cott. 50445)	###												
7. Cook Bros - 262 Newmarket Rd (Camb. 350855)	MSa 10-5	•	•	•	24 Hrs	-	•	•	•	•	•	-	Mixed business - all sorts!
8. Cycles - 103 Cherry Hinton Rd (Camb. 249391)	MSa 9.30-5.30 ¶	•	•	•	Same Day	-	•	•	•	-	•	-	Closed 1-2 and Th pm
9. Cyclops Cycle Co. - 17 Sturton St (Camb. 314134)	### ¶												Only occasionally open.
10. Drake, H. - 58 Hills Rd (Camb. 63468)	MTh 9.30-5.30 F 8.30-7	•	•	•	24 Hrs	•	•	•	•	-	•	-	Mixed business - mopeds and motorbikes too
11. Frost, C. - 118 Newmarket Rd (Camb. 356464)	MF 8.30-6 ¶ Sa 8.30-5	•	•	•	24 Hrs	-	•	•	•	•	•	•	Closed Thurs pm
12. Gibson,T. - 3 Greensides, Waterbeach (Camb. 860443)	###												
13. Gregs Cycles - 186 Mill Rd (Camb. 210678)	MSa 9.30-5.30 ¶	•	•	•	•	-	•	•	•	•	•	-	Closed 1-2
14. Halfords - 1 Bridge St (Camb. 350808)	MSa 8.45-5.30 Su 9.30-4.30	•	-	-	-	-	•	•	•	•	•	•	Mainly for motorists "Supermarket" type shop
15. Halfords - 442 Newmarket Rd (Camb. 322755)	MF 9-8 Sa 9-5 Su 9.30-4.30	•	-	-	-	-	•	•	•	•	•	•	As above but even bigger
16. Hart, J.H. - 82 Colville Rd, Cherry Hinton (Camb. 244533)	MSa 9-5.30 ¶	•	•	•	•	•	•	•	•	•	•	-	Closed Wed pm
17. Hayward, Ben - 69 Trumpington St; repair workshop - Laundress Lane (Camb. 352294)	MSa 8.30-5.30	•	•	•	Same Day	•	•	•	•	•	•	•	All round service and quality equipment

NAME, ADDRESS, TEL.	HOURS	SALES			REPAIRS	HIRE	ACCESSORIES						NOTES ¶
		new	2nd hand	trade in?			Components	Tools	Lights & Locks	Clothing	Touring Equip.	Books	
18. Howes Cycles - 104 Regent St (Camb. 350350)	MSa 9-5.30	•	•	•	1-2 Days	•	•	•	•	•	•	•	All round service and quality equipment . CTC discount.
19. Isons - 72 Chesterton Rd (Camb. 315845)	MSa 9-5.30	•	•	•	24 Hrs	•	•	•	•	•	•	•	Large business
20. Mikes Bikes - 28 Mill Rd (Camb. 312591)	MSa 9-6	•	•	•	•	•	•	•	•	•	•	-	Large business
21. Newnham Cycles - 52A Newnham Road (Camb. 460320)	MF 8.30- Sa 8.30-12	-	-	-	24 Hrs	-	•	-	•	-	-	-	Mainly repairs
22. Pavey, J. - Redhouse Farm, St Neots Rd, Hardwick (Madingley 210166)	###												
23. Rayfields Cycles - 43A High St, Sawston (Camb. 832432)	###												
24. Rentaturn Cycle Repairs - 195 Ditton Fields (Camb. 243565)	¶	-	•	-	Same Day	•	•	•	•	•	•	-	Will open almost any time
25. Roses - Chesterton High St (Camb. 356162)	MF 9-6 ¶ Sa 9-5.30	•	•	•	24 Hrs	•	-	•	•	•	•	-	Closed Wed all day
26. Student Bike Hire - 34 Kingston St (Camb. 311380)	MSa 9-5 ¶	-	•	•	•	•	•	•	•	•	•	-	Closed Wed all day
27. Taurus Cycles - 154-6 Victoria Rd (Camb. 315375)	MSa 9.30-6	•	•	•	24 Hrs	-	•	•	•	•	•	-	Large business
28. Thake, N.J. - 163-7 Mill Rd (Camb. 214999)	MSa 9-6	•	•	•	24 Hrs	-	•	•	•	•	-	-	Cycle supermarket cheap bikes
29. Townsends - 15 Burleigh St (Camb. 350386)	MF 9-5 Sa 9-5.30	•	-	•	24 Hrs ¶	-	•	•	•	•	•	-	Mixed business (toys too) Repairs done only on Raleigh bikes
30. University Cycle and Elec., 9 Victoria Ave (Camb. 355517)	MF 8.30-6 ¶ Sa 8.30-5.30	•	•	•	1/2 Day	•	•	•	•	•	•	-	Open 10-4 Sun in summer
31. Wheels - 117 Mill Rd (Camb. 311556)	MF 9-6 Sa 9-5	•	•	•	•	•	•	•	•	•	•	•	
32. Williams Secondhand - 15A Vinery Rd (Camb. 242455)	MSa 9-5.30	•	•	•	24 Hrs	•	•	•	•	-	•	-	
33. YHA Adventure Shop, 6 Bridge St (Camb 353956)	MSa 9.30-5.30	-	-	-	-	-	•	•	•	•	•	•	Outdoor pursuits shop, but good for panniers, clothes, books. YHA disc.
34. Young, L&M - 193 Mill Rd (Camb. 247758)	MF 8.30-5.30 Sa 8.30-5 ¶	•	•	•	•	-	•	•	•	-	•	-	Closed 1-2 and Th pm

Security

Cycle theft

More than 1,600 cycles were reported stolen in Cambridge last year — that's four or five a day resold, re-sprayed, gone to Oxford, or dumped in the river. Most of these were never recovered. Of the cycles which find their way to Parkside Police Station each year, between 600 and 700 are never reclaimed — hence the occasional cycle auction. During the summer of 1986, the police drew attention to the problem by removing cycles which they found unlocked and accompanying them to the station: leaving your bike unlocked is asking for trouble.

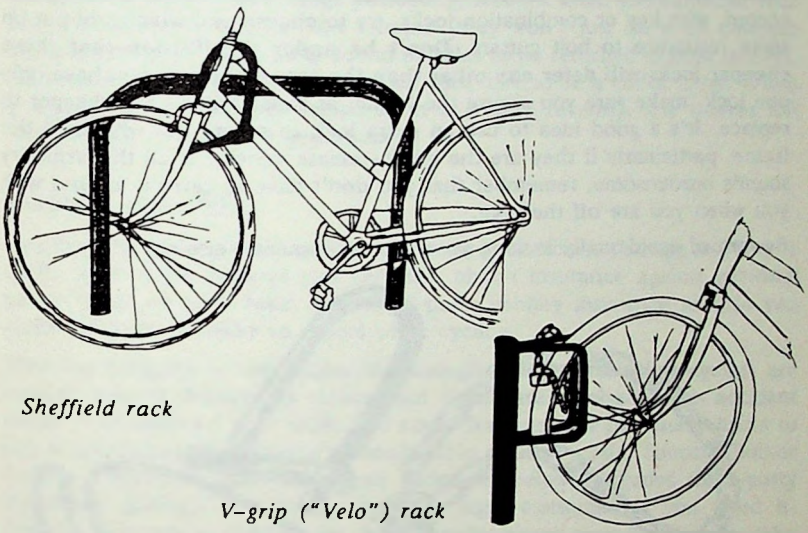
Older bikes are just as vulnerable as the newer or more valuable ones, though perhaps to a different kind of thief. In court some cycle thieves have pleaded that they only borrowed the bike to get home; if the bike had been locked properly they would probably not have bothered with it. However it is evident that many stolen bikes are loaded into vans, locks and all, and driven away. It makes sense to **secure your bike with a strong lock to an immovable object** such as a bike rack, lamp post or railing, if you want to find it where you left it. Avoid locking it to a bollard from which it can be lifted.

Even if you are only leaving the bike for a couple of minutes, lock it up and take with you any removable accessories such as pump or lights. At home, don't leave your bike unlocked in the garden or passageway, and try to avoid leaving it visible in the same place regularly, as that invites theft. It is extremely sad that we have to go to such lengths to protect our bikes, but this is a fact of life in Cambridge.

Cycle parking

Bearing in mind that you want to be able to lock your bike to a fixed object, look out for *Sheffield*-type racks, the hoops of steel piping placed toast-rack fashion which you find increasingly in the City Centre and at the railway station. They support your bike well and provide something to secure the frame to. Jolly good racks these; Cambridge needs more of them. The other varieties of cycle rack available in the City are not so satisfactory. The

V-grip-type rack which holds the front wheel does not support the bike so well, and a damaged front wheel is a possibility if the bike is knocked; also the two-tier versions are rather too close together. Only the front wheel can be locked to the rack. *Concrete blocks* with a slot for a wheel are much worse — there's nothing to lock your bike to, and it risks being knocked over, if not stolen.



Sheffield rack

V-grip ("Velo") rack

Don't leave your bike propped up against the kerb or on its own stand — if blown over or knocked down it's a danger to other road users and liable to be squashed by a bus. It is not secure against theft or accident. Don't leave your bike where it blocks the footpath or gets in people's way.

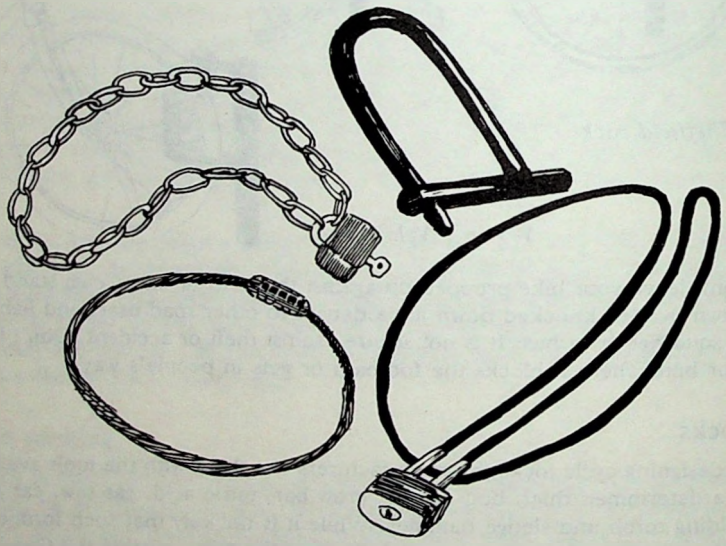
Locks

In designing cycle locks the manufacturers test them with the tools available to a determined thief: bolt cutters, crow bar, nitric acid, gas saw, car jack, welding torch and sledge hammer. While it is unlikely that such formidable tools will be used to wrench your bike from the racks outside the Guildhall, the point is to make it as difficult for a potential thief as possible. Maybe no lock is impregnable, but the Citadel/Cyclops type of lock is certainly a deterrent. These are U-shaped hoops of toughened steel locked with a steel

bar and key. The manufacturers are confident enough to offer insurance with them. If you choose this type of lock, buy one large enough to fit round both your frame and a bike rack or railing. They are expensive, but if your bike is worth £100 or more, they are a good investment. You can get a frame bracket to carry the lock while you are riding (make sure it fits your bike).

Bike shops sell a wide variety of cheaper wires and chains, some plastic coated, with key or combination locks: try to choose one which will put up some resistance to bolt cutters. **Don't be under the illusion that these cheaper locks will deter any other than the casual thief.** If you have only one lock, make sure you secure the frame, as stolen wheels are cheaper to replace. It's a good idea to use an extra lock to secure the wheels to the frame, particularly if they are the quick-release variety. If all this armoury sounds burdensome, remember that you don't have to carry it around with you when you are off the bike.

Beware of accidentally locking your bike to someone else's!



NIKKI HECTOR

Quick, before your bike is stolen!

If your bike disappeared, would you be able to describe it to the police or identify it again? It's no use waiting until the bike is stolen: record your bike

details now on the form inside the front cover of this book. Each bike is stamped with a unique *frame number*. To find it, look under the bottom bracket (where the pedal cranks are attached) or on the tube under the saddle, or on the rear drop-outs (where the rear wheel axle is held in place).

Occasionally the police arrange postcoding sessions when you can have your postcode stamped on the bike's frame (they won't just do it on demand unfortunately) — this enables found bicycles to be returned to their owners. Stickers are provided which announce your bike to be a *coded cycle*. When a number of cycles were stolen from a college recently, the thieves left behind those which were postcoded.

Insuring your bike

You can insure your cycle against accidental or malicious damage and loss or theft. With some policies you can also obtain insurance against personal injury while on your bike, and third-party liability insurance in case you cause damage or injury to others while cycling.

This last category is very important, though comparatively few cyclists are insured against third-party claims. But if you are involved in an accident which is considered your fault, you could find yourself personally liable to pay many thousands of pounds. Membership of the Cyclists' Touring Club or RoSPA's National Bike Club (see addresses below) includes third-party insurance (though not theft) and also legal assistance if you need it. Membership can be justified for these benefits alone, even if you never take part in their activities.

Some insurance companies will provide cover for cycles only as part of a general household contents policy; you usually need to pay an additional premium as the cycle is at risk being often away from home. Since the policy is designed for a wide range of personal possessions, it will not be specific about the extent of cover provided for cycles.

It is a good idea to make a summary of what you understand the policy to mean in relation to your cycle, and ask the insurance company to confirm it in writing. Few leaflets give full details of the policies they describe, but the full policies are always available on request. Though companies do not usually argue over cycle claims because of their comparatively low value, you should both be clear what you are insuring against in advance. They can refuse a claim on the grounds that you have not given them all the "material

facts". A few companies, listed on page 75, offer separate policies for cycles which give more specific attention to cyclists' needs.

If you are unlucky enough to lose your bike, report it to the police as soon as possible. You are unlikely to get your bike back this way, but most insurance policies make it a condition that you do so.

Here are some points to consider as you struggle through the small print:

- *How much is your bike worth?* You may need to pay an additional premium to insure the bike to its full value. Don't forget the accessories — lights, panniers or baskets, carriers etc. — and to tell the insurance company you are including them. Theft of accessories may not be covered if the cycle is not stolen on the same occasion. Keep the receipt for the purchase of your bike and all the accessories, or ask a bike shop to do a valuation.
- *How much will they pay out?* In response to a claim for a lost cycle, some companies will make a valuation based on wear and tear. Others will replace new for old, but you may pay a higher premium. New bikes lose their value rapidly, so it may well be worth looking specifically for a new-for-old policy. Some policies specify that a certain sum will be deducted from each claim, usually £10–£25. This is called an excess. On cheaper bikes particularly, this can make a substantial difference to the value of the insurance.
- *Do you (or your household) have more than one cycle?* Check whether each cycle requires a separate premium (which can make insuring a family of cyclists expensive) or whether insurance covers any number of cycles (for example, as Norwich Union does), based on the cost of the most valuable, or at reduced rates for extra cycles.
- *Make sure insurance covers more unusual equipment* — tandem, tricycle or trailer. Some policies exclude BMX bikes. Does the policy cover cycles as "sports equipment"?
- *Look out for exemptions.* Some policies exclude massed-start (sponsored rides?) and circuit racing. Others exclude all racing, speed-trials and pace-making or practice sessions. Other exemptions can include loss or damage because of repairs, weather conditions etc.
- *Where will you be riding your bike?* Cambridge is a low insurance rate area for household policies. If you are moving to London or another area judged as "high risk", the premium may be higher. Make sure your cycle insurance (or holiday insurance) will cover you if you want to take the bike abroad.

- *Do you use your cycle in the course of your work?* If so you may need special insurance (messenger, courier, ice cream sales, delivery round etc.). Some policies state that children and their cycles are insured for newspaper rounds; others do not — check.
- *Is locking your bike compulsory?* The policy may require that you leave your cycle "securely locked to an immovable object".
- *Are you a student?* Some policies exclude students altogether; students may, however, already be insured under their parents' household policy.

Cycle insurance policies other than as part of household insurance are offered by:

AA Insurance Services Ltd, Janus House, 46–48 St. Andrews Street, Cambridge CB2 1BR ("Caravan Plus" sports and camping equipment; includes personal accident and third party liability; new–for–old).

Butterworth Insurance Services Ltd, 180 Garston Old Road, Liverpool, L19 1QL (for Cyclists' Touring Club members only; fairly expensive but covers new–for–old and discounts 50% on second and subsequent bikes; includes personal accident cover).

Cornhill Insurance Group, 3 Portland Street, King's Lynn, Norfolk, PE30 1PB ("Miscellany insurance"; not available for students in full–time higher education; value currently limited to £150; personal accident and third party liability; wear and tear deducted).

Cyclists' Touring Club, Cotterell House, 69 Meadrow, Godalming, Surrey, GU7 3HS (membership automatically includes third party insurance, but theft is covered separately by Butterworth — see above).

Endsleigh Insurance Services Ltd, 22 King Street, Cambridge CB1 1LN (expensive, but includes personal accident; wear and tear deducted).

General Accident Life Assurance Ltd, 90 Hills Road, Cambridge CB2 1LN (also available through the RAC; third–party liability and personal accident cover; wear and tear deducted; excludes passengers; very clear leaflet).

RoSPA's National Bike Club, Cannon House, Priory Queensway, Birmingham, B4 6BS (membership includes third–party liability; not theft).

Roan Bespoke Ltd, Turret House, The Avenue, Amersham, Buckinghamshire, HP7 0AB (at purchase of new bike or just afterwards; new–for–old in first two years; no liability cover).

College registration codes

Cambridge University requires its students to paint a registration code on the rear mudguard of their cycles: a letter or letters identifying the college as indicated in the table below, followed by a number for the individual student.

A	Corpus Christi	K	Kings
AH	Addenbrookes	L	Hughes Hall
B	Christs	LC	Lucy Cavendish
C	Clare	M	Magdalene
CH	Churchill	N	Newnham
CL	Clare Hall	NH	New Hall
D	Downing	P	Peterhouse
DA	Darwin	Q	Queens
E	Emmanuel	R	Robinson
ED	St Edmunds House	S	St Catharines
F	Fitzwilliam	T & U	Trinity
G	Gonville and Caius	V	Pembroke
GR	Girton	W	Wolfson
H	Trinity Hall	X	Sidney Sussex
HO	Homerton	Z	St Johns
J	Jesus		

Cycling, politics and planning

Why cycling is a political issue

Environmental groups such as Friends of the Earth have campaigned for improvements in the cyclist's lot for many years on the basis that many more would cycle to work, to the shops, to school and so on, were it safer and more convenient to do so. Widespread use of the bicycle as a serious means of transport would lead to less pollution, less use of limited resources (e.g.

oil), more pleasant cities to live in and greater fitness and health. More use of motor transport means quite the opposite. Pressure has to be brought to bear to improve conditions for cyclists; so at a national level cycling is a political issue, albeit not a particularly prominent one (yetl).

In Cambridge, however, it is a much weightier topic, and is part of the general (and therefore vote-winning and losing) concern about transportation in the City. You simply cannot ignore bikes when discussing transport in Cambridge because there are so many of them. Nevertheless, the national arguments still apply here — the City is congested and busy with cars. There is still much that could be done for the cyclist — and indeed the pedestrian — which could benefit the City's environment, encourage more car drivers to cycle and make it safer for those who already do.

Nationally the main groups lobbying on cycle issues are Friends of the Earth (FoE) and the Cyclists' Touring Club (CTC). Transport 2000 is also involved in transport issues. Around the country, there are numerous local groups (either independent or part of FoE or the CTC) of which the largest is the London Cycling Campaign which has a constituent group in most London Boroughs. Locally, Cambridge Friends of the Earth is the main lobby group for cyclists, though the local district association of the CTC also has a "rights officer" in the City who is their transport representative. Addresses for these organisations can be found on page 80.

A major event of the cycle campaigning year is National Bike Week. This happens in May and is aimed at promoting a wider awareness of and pleasure in cycling.

Transport policy structure: how decisions are made

There are three main official bodies involved in planning, design and decision-making regarding traffic management in Cambridge: Cambridgeshire County Council, Cambridge City Council and central Government in the form of the Department of Transport (DTp).

Traffic management comes under the remit of the County Council which controls the budget for this. It is the responsibility of the Transportation Committee to decide traffic policy and they are supported by the Transportation Department, consisting of staff at Shire Hall who report to the Director of Transportation. They are responsible for the design, planning and implementation of specific schemes. As with all bureaucratic structures like this, one could raise questions about which is the dog and which is the tail.

The County does not do all the work, however. On the one hand, they are constrained by the Department of Transport which lays down all sorts of detailed rules about what can and cannot be done on the roads. Sometimes the DTp finances schemes and authorises experiments — such as the cycle lights at Hills Road/Brooklands Avenue which were quite innovatory at the time. At present it is involved in building cycle networks in Nottingham, Bedford, Exeter, Stockton and Canterbury on an experimental basis. In Cambridge the DTp will be footing a large part of the bill for the new route parallel to Mill Road involving a bridge over the railway (see below).

On the other hand, the County delegates some traffic decisions for Cambridge to the City Council. Until the 1985 elections, the two councils had some radically different views on traffic matters and even now do not see eye to eye all the time. Traffic management in the City is the responsibility of the Roads and Traffic Committee. A sub-committee of that, the Cycle Working Party, is much more informal and can make small, detailed changes for cyclists' benefit (with the sanction of the parent committee). Councillors, officers and interested parties such as FoE attend its meetings. Policies decided by these committees are carried out by officers working in the Technical Services Department and they too design and progress schemes.

The two Councils liaise on traffic matters through a joint sub-committee to try to co-ordinate policy and action.

The planning process

The structure outlined above and the legal framework for implementing traffic policies nearly always operate at a frustratingly slow pace. Even for a measure about which there is no disagreement, it can take up to a year or more before work can start on the ground.

In Cambridge, there are no officers with sole responsibility for cycling matters as there are in some councils (e.g. Manchester and Darlington). This means that cycle planning has to compete for staff time with everything else. Decisions have to go through the committee structure until ratified by the full Council, and if initiated by the City may have to go through the County's structure as well. Where schemes involve other matters, for example a cycle path in a park, or on a common, other appropriate committees are also formally consulted, in this case the Amenities and Recreation Committee.

Money always has to be found, which may mean waiting until next year — money is only available for a small proportion of what one would like to see done. Schemes usually require formal advertising to attract any objections from the general public (sometimes one can only object to the procedure not the scheme, but nevertheless it has to be done); and some schemes require DTp approval, which can be a long time forthcoming.

How can you influence things?

- Join Cambridge Friends of the Earth and the CTC.
- Write to your councillors: the library can tell you who they are. One good source of names and addresses is the *Citizens Guide* published by the Cambridge Evening News each year.
- Look out for and object to formal notices and planning applications (advertised in the Evening News) which will adversely affect cyclists.

What is in the offing?

A major scheme for a cycle route parallel to Mill Road, from Regent Street to Cherry Hinton will go ahead soon, the *Romsey–Petersfield* or *East–West cycle route*. This will be jointly funded by the County Council and the DTp, and will involve a new bridge across the railway (as FoE has suggested in reports to the Council) and light-controlled crossings of major roads. This will cost roughly £1.3 million and is probably one of the most ambitious cycle schemes ever undertaken in this country. It should greatly improve conditions for cyclists in south and east Cambridge.

It is likely that an *advance stop line* (see page 52) for cyclists will be introduced at the top of Magdalene Street where it meets Castle Hill and Chesterton Lane. This will give cyclists a space ahead of motorists at the traffic lights.

Most other cycle measures tend by their nature to be minor works. We hope that by allowing cycle access here, and lowering a kerb there, safer routes can be made available. FoE would also like to see more signposting of good routes and more City Centre cycle parking, and we make detailed suggestions to the Councils for specific junctions and routes.

We are fortunate in Cambridge in having an establishment which is at least sensitive, and in many cases sympathetic to the needs of cyclists. It does try to do what it can for them within the limitations of budgets and the nature of the City with its narrow streets, constrained by the railway on one side and the river on the other.

Contacts

Friends of the Earth (FoE):

Cambridge — concern about the environment includes local cycle campaigning; regular easy leisure rides.
(David Earl) The Bath House, Gwydir Street, Cambridge CB1 2LW. Cambridge 312800.

London — national environmental group including cycle and road safety campaigning.
(Andy Clarke) 377 City Road, London EC1V 1NA. 01–837–0731.

Cyclists' Touring Club (CTC):

Cambridge District Association — regular rides.
(Secretary, W. S. Groom) 8 Wheatfield Crescent, Royston SG8 7EN. Royston (0763) 44431.

Headquarters — cyclists' rights, legal services, touring, information.
Cotterell House, 69 Meadrow, Godalming, Surrey GU7 3HS. Godalming (04868) 7217.

Explorer Cycling Club — junior CTC, rides during spring and summer.
(P. Hunt) 57 Hertford Street, Cambridge. Cambridge 357511.

Other cycling groups:

Cycle Campaign Network — loose confederation of cycle groups.
Contact FoE.

London Cycling Campaign — very large group covering the capital.
Tress House, 3 Stamford Street, London SE1 9NT. 01–928–7220.

Mid–Anglia Wheelers — racing.
(R.E. Parker) 26 Hawthorn Road, Stapleford. Cambridge 840804.

Velo Club.
4 Claremont, Hills Road, Cambridge. Cambridge 311511.

Cambridge Town and Country Cycling Club.
(Secretary, J.E. Shaw) 103 Hinton Way, Great Shelford. Cambridge 843336.

British Cycling Federation — coaching, national racing control body.
(R.E. Parker) 26 Hawthorn Road, Stapleford. Cambridge 840804.
16 Upper Woburn Place, London WC1H 0QE. 01–387–9320.

Andrew Murden Centre for the unwaged — regular rides and maintenance classes.
Dales Brewery, Gwydir Street, Cambridge. Cambridge 316004.

Tricycle Association. 92 Graham Gardens, Luton. Luton (0582) 27000.

Tandem Club. c/o national CTC (see above).

Bike Events — organised holidays and popular mass cycle rides (e.g. London–Brighton).
P.O. Box 75, Bath, Avon. Bath (0225) 310859.

Youth Hostels Association — holidays, hostels and equipment.
Trevelyan House, St Albans, Hertfordshire AL1 2DY.
St Albans (0727) 55215.
YHA Adventure Shop, 6 Bridge Street, Cambridge. Cambridge 353956.
Cambridge Hostel, 97 Tenison Road, Cambridge. Cambridge 354601.

Transport groups:

Transport 2000 — campaigns on environmentally–sound transport matters.
10 Melton Street, London NW1 2EJ. 01–388–8386.

RoSPA — Royal Society for the Prevention of Accidents — cycle proficiency scheme, educational materials. Also runs the National Bike Club from the same address.
Cannon House, Priory Queensway, Birmingham B4 6BS. 021–200–2461.

Campaign For Lead Free Air — against exhaust emissions.
3 Endsleigh Street, London WC1. 01–278–9686.

Pedestrians' Association.
1 Wandsworth Road, London SW8. 01–735–3270.

Cambridge Road Safety Advisory Council — independent body.
13 Highsett, Hills Road, Cambridge.

Official bodies:

Cambridgeshire County Council — responsible for larger schemes and traffic planning generally.
(Director of Transportation, B. Oldridge; Road Safety Officer, R. Pearson)
Shire Hall, Castle Hill, Cambridge CB3 0AP. Cambridge 317111.

Cambridge City Council — smaller measures, road repairs, potholes, lighting. (Technical Services Manager, G.C. Creswell) The Guildhall, Cambridge CB2 3QJ. Cambridge 358977.

Department of Transport.
(Minister for Roads and Traffic, Peter Bottomley M.P. at time of writing), 2 Marsham Street, London SW1P 3EB. 01–212–3434.
(Regional Cycling Officer, Eastern Region, M. Struthers) Room 222, Heron House, Goldington, Bedford MK40 3LW. Bedford (0234) 63161.

Police — stolen bikes, occasional postcoding (see page 70) and bike auctions. Parkside Police Station, Cambridge 358966 (lost and found cycles round the back).

British Rail — always check before taking your bike on a train.
Enquiries: Travel Centre, Cambridge Station. Cambridge 311999.
Area Manager (complaints): Cambridge Station. Cambridge 358800.

Books and magazines

The following list is only a selection of the wide range of material available. We have concentrated on the most general and local publications. There is a vast selection of others particularly covering touring. The Reference Library (in Lion Yard) does have books on cycling including some of the more detailed titles that you might not wish to buy, and some books on maintenance, though these are obviously most useful alongside the bike. Cycling is under "sports" in Heffers, near the entrance. The bike shops indicated in the table (pages 64–69) stock books and magazines. Outlets for tourist guides often carry cycling titles, and the Cyclists' Touring Club (see above) sells guides by mail order.

About bikes:

Richard's Bicycle Book.
Richard Ballantine. Pan. 1972, revised 1983. From most bookshops. Covers all aspects of cycling including detailed maintenance, riding in traffic, choosing a bike. Written in a lively style; a favourite.

The Penguin Bicycle Handbook.
Rob Van der Plas. Penguin. 1983. From most bookshops. More staid than

Richard's, and aimed more at the drop-handlebar brigade, but a good, detailed guide.

Readers Digest Basic Guide to the Maintenance of Bicycles.

How to mend your bike.
S. Townrowe. Studio Vista. Mainly aimed at children, but of general utility.

On the road:

The Highway Code.
H.M.S.O. 60p. Newly revised edition published in March 1987. From most bookshops. Essential reading for all road users.

Know your traffic signs.
H.M.S.O. From most bookshops. More detailed than the back of the Highway Code.

Ordnance Survey maps, Landranger series, 1:50,000, covers the country at a scale suitable for shorter rides.
Bartholomews 1:100,000 series for longer rides, smaller scale, slightly less detail.
Ordnance Survey City Map, Cambridge (includes street index).
G.I. Barnett's Cambridge Tourist Map (includes street index).

Leisure (local):

Freewheeling.
Cambridge FoE. Off main road rides around Cambridge. From FoE or on sale at the Reference Library.

There and Back Again.
J & K Baldwin. OHM. 1985. More rides out from Cambridge, ranging from 4 to 40 miles. From bookshops and on sale in the Reference Library.

Equipment:

Freewheel catalogue (annually).
Comprehensive mail order bikes, spares and accessories. 180pp. P.O. Box 740, London NW2 7JQ. (£1.35). Also from good bike shops and W.H.Smith.

The Bicycle Buyer's Bible and *The Bicycle Buyer's Guide.*
Both contain listings and specifications of most bikes currently available, plus

some bike and equipment reviews and a few general articles. Published once or twice a year. Both about £2.50.

Technical:

Bicycle Planning — Policy and Practice.
Mike Hudson. The Architectural Press. 1982. Comprehensive dreams about what could be. Available in the Reference Library.

The Bicycle Planning Book.
Mike Hudson. FoE. From bookshops. Paperback; an earlier (1978) condensed version of the weightier tome above.

Cyclists on the Move and Parked in Cambridge.
Cambridge FoE. 1985. Available from FoE. Our view of some of the problems.

Bicycling Science.
Frank Rowland Whitt and David Gordon Wilson. MIT Press. A scientific look at the bicycle and its rider in action.

Magazines (most available from larger newsagents):

Bicycle Magazine.
Monthly. £1.20. General magazine covering most aspects of cycling.

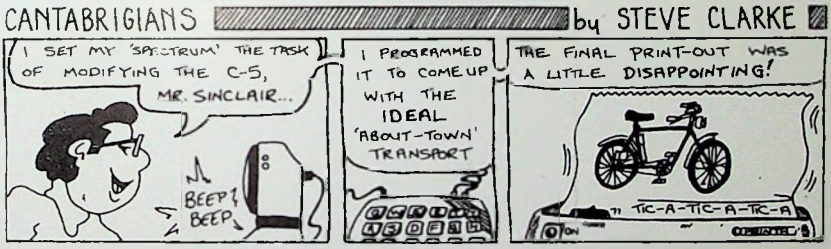
Bicycle Times.
Monthly. 85p. General magazine with an emphasis on touring. Rather amateurish.

Cycletouring.
Bi-monthly. 85p. Magazine of the Cyclists' Touring Club. Covers touring, equipment and cyclists' rights. Available from CTC (distributed free to members) and some bike shops.

Bicycle Action.
Monthly. £1.20. Lively general magazine with an emphasis on sport.

Cycling World.
Monthly. Mainly quaint touring reports and stories.

Cycling Weekly and *Winning — Cycle Racing Illustrated.*
Mostly cycle racing.



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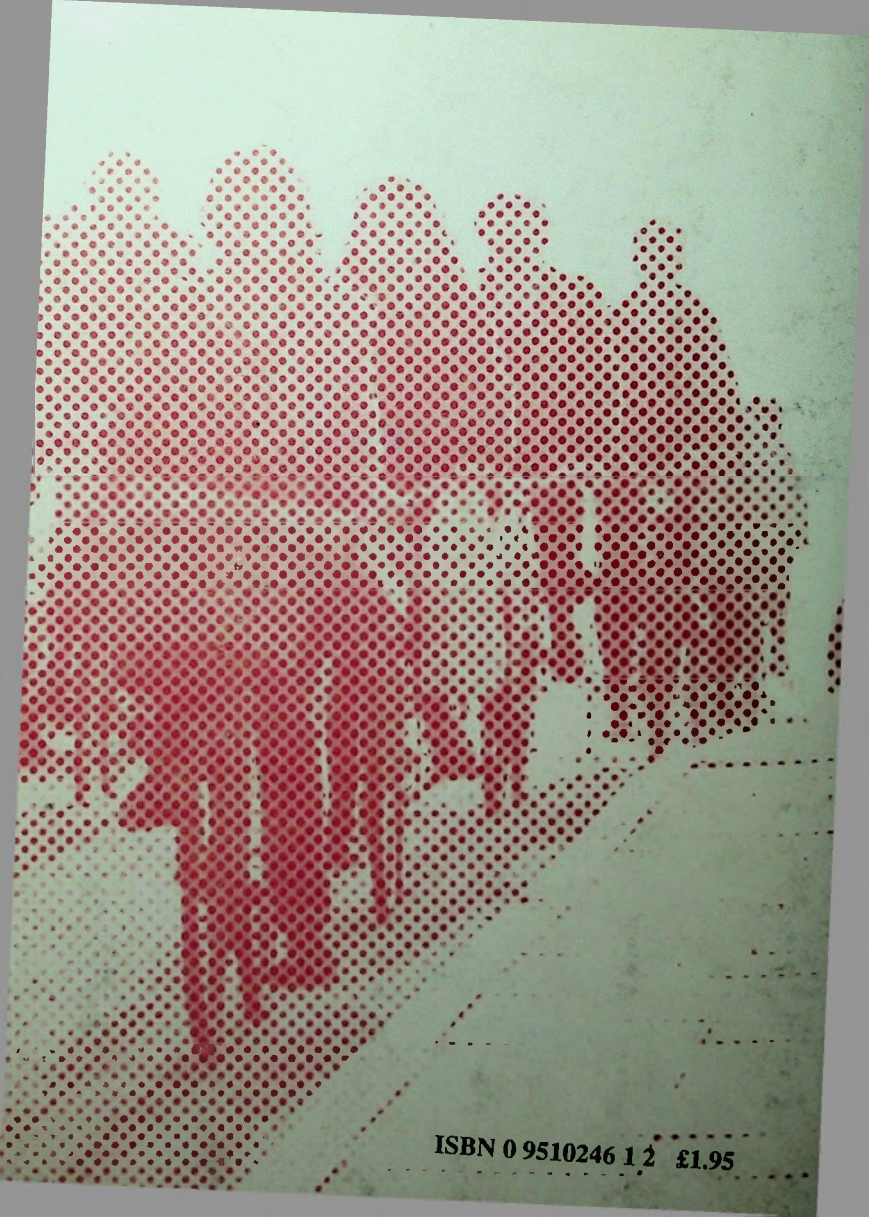

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